



SATURDAY NIGHT



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The FRONT PAGE

Public Enthusiasm Too Effusive

A reader of SATURDAY NIGHT undoubtedly expresses the opinion of many when he says that the good nature of the Prince of Wales was abused in the effusiveness which the receptions accorded him in Eastern Canada. Despatches from the West stating that the Prince was obliged to save his right hand after arriving at Winnipeg and use his left hand so far as possible for hand shaking, tell a pathetic story. On the last occasion when his Royal Highness was the subject of large receptions in Eastern Canada he was obliged to carry his right arm in a sling before he reached his ranch; and at Winnipeg submitted to an X-Ray examination to ascertain whether the injury was serious.

This hand-shaking business is a difficult one to deal with. Everyone who had the honor of taking His Royal Highness' hand is unquestionably pleased in his heart about it. Nevertheless it is certain that in his desire to please the Prince did a great deal more hand-shaking than the Canadian people were disposed to demand of him;—that is to say he shook hands with thousands at functions where the formula was purely optional with him, and we can only assume that it was by his own wish. Our correspondent says that the photographs indicate in no unmistakable way that the Prince is being shamefully overworked, and has lately been receiving less consideration than would be accorded a slave by our enthusiastic democracy. There is more truth than poetry in that. The accounts of the jostling and back slapping to which he was subjected on the Canadian National Exhibition grounds and at Hamilton on his last day in the East must fill everyone with disgust. At Hamilton a smartaleck jumped up on his car and nearly wrenched the Prince's arm off in an effort to demonstrate his unabashed enthusiasm. Those of us who are familiar with great public ceremonials in the United States know precisely what would have happened if any ruffian had tried to get so familiar with President Coolidge. The strong right fist of a secret service man would have caught him under the chin so swiftly as to lay him in the dust. A little of that sort of thing might be salutary in Canada.

The precautions for the personal safety of both the Princes and Premier Baldwin were undoubtedly efficient so far as their lives were concerned and it was perhaps at the Prince's own desire that he was not so closely surrounded as to guard him from the intrusions of the beastly bounders who invariably try to thrust themselves on all great public celebrities. If so, His Royal Highness was carrying tolerance to the extreme and next time he comes to Canada it is to be hoped that there will be an emphatic previous warning that those who cannot behave like decent considerate men will suffer the consequences of their intrusion.

In view of recent events the following extract from an editorial published in the North Eastern Gazette, an English provincial paper, on the eve of the departure of the distinguished travellers for Canada must be regarded as exquisite irony. Speaking of the Prime Minister's vacation it said: "Mr. Baldwin, no less than the Prince of Wales, must feel the need of withdrawal for a space from the fierce light of publicity which so constantly assails his privacy." Both the Prince and the Prime Minister probably feel that need more acutely now.

Sacco and Vanzetti Innocent Men

The United States of America has gotten itself into a pretty mess in connection with the seven year old case of Sacco and Vanzetti, under sentence of death for a murder which beyond question they never committed and of which they were not in the remotest degree cognizant. The innumerable delays, intricate forms, and conflicting jurisdictions of United States criminal law have in this case landed the State of Massachusetts and the Federal Government at Washington in a dilemma where to set the accused men at liberty will seem like yielding to mob pressure and to execute them will be to slay innocent men, whose real offence was that they were "draft dodgers" and what are roughly known as "anarchists." Nevertheless there is no question of what should be done if the traditions of Anglo-Saxon justice are to be maintained in the United States. Sacco and Vanzetti should be set free and if possible deported to their native Italy where Mussolini may be trusted to regulate them in the matter of opinion. If they are executed it will be on the ground of expediency, a concession to the beliefs of those who think that foreigners of anti-capitalistic sentiment should be hanged on general principles, and a few legal technicians who hold that the courts can do no wrong. Certainly there is not a policeman or a legal authority in the State of Massachusetts who does not know that Sacco and Vanzetti were innocent of the pay-roll robbery and murder at Braintree, Mass., which occurred in April, 1920—for the very good reason that the actual murderers, who were professional crooks, the Morelli gang of Providence, R.I., have long since been discovered.

The detention, trial and conviction of the two Italians, one a fish vendor at Plymouth, the other a shoe worker in one of the many New England factories, was a product of the crazy anarchist scare which prevailed on this continent immediately after the war. Sacco and Vanzetti were not Bolsheviks; it is shown that they did not know the word and had never heard of a Soviet; but they were "Red" republicans of a type that Mussolini afterward suppressed in Italy. They were grotesquely ignorant; persons of the type who believe that all ills of the working classes can be removed by abolishing "capital." They were on the list of persons whom the Federal Government in 1920 wished to deport, but there was not sufficient evidence to justify this course. Because of their suspicious movements in connection with a motor car they were arrested as suspects in connection with the Braintree daylight robbery. Their conduct after arrest continued suspicious, partly because of ignorance and partly because of their anxiety to conceal their activities in connection with "Red" propaganda. Identification by eye-witnesses of the murder was so negligible that no Canadian or English judge would have hanged a cat on it. All other circumstances pointed



THE FATHER OF EDUCATION IN CANADA

The recent congress of the world's educationists at Toronto gives especial interest to the figure of Francois Xavier de Laval Montmorency, (1623-1708), first Bishop of Quebec, who in 1663 founded the Quebec Seminary, which was the first institution devoted to higher education in Canada, and is now known as Laval University. His statue, showing him blessing the city, stands on a small terrace in the shadow of the Quebec Post Office, and overlooking the Archbishop's Palace, which is seen in the background. Nearby is the Seminary where he labored and where he died in 1708, having twenty years previously renounced his bishopric to serve where he had formerly ruled. On both sides he came of the most ancient aristocracy of France.

—Painted by courtesy of the Chateau Frontenac.

to innocence rather than guilt and the best police officers of Massachusetts stuck to it that they were innocent, and that the crime was the work of a gang of professional yeggmen as was subsequently disclosed. Sacco and Vanzetti would probably have been freed had Federal authorities not desired that they should be tried, knowing that their defence and explanation of their movements were disclosure information of "Red" activities. That was the case that was wanted, but the authorities reckoned without the presiding judge, Mr. Webster Thayer, who had become thoroughly imbued with the idea that a "draft dodger" was capable of any crime or with the prejudices of a New England jury. In New England anti-foreign prejudice runs very high and probably the authorities themselves were shocked and in a state of consternation when a conviction was registered on possibly the flimsiest evidence ever presented in a court of law. The reluctance of the authorities to hang men they knew to be innocent has in part accounted for the long delay of six years or more that has elapsed since the Italians were sentenced in 1921.

The case has been further complicated by a judicial practice which prevails in Massachusetts, that is alien to all ideas of justice as understood in Canada. There an appeal for a new trial on the ground that the jury was misdirected, non-admission of evidence, or that fresh evidence has arisen, must come before the trial judge himself, who as it were, sits in review of his own actions. Apparently no other judge or court of judges can intervene unless it can be proven that the trial judge went outside the law, a very difficult matter. In this case Judge Thayer had proven obstinate and had refused application after application for a re-trial which would admit an accumulation of evidence which plainly indicates innocence.

At first the case attracted little attention in the better order of publications, for trials in connection with pay-roll robberies and especially in connection with the Italian population are common enough in the United States. But the continued obstinacy of Judge Thayer has converted great publications like the Boston "Herald" and the "Atlantic Monthly" to a belief that if Sacco and Vanzetti are hanged, a wrong will have been done that will be an eternal reproach to the State of Massachusetts and the United States of America. The demand which led to a stay of execution is not alone due to international agitation; it comes from the chief luminaries of Harvard Law School, and many other legal minds who have no sympathy with the economic views of Sacco and Vanzetti. If anyone is skeptical as to the statements which appear in this editorial let him read the actual transcripts of the evidence in the case which appeared in the "Atlantic Monthly" for

March last and were subsequently published in extended form with commentary by Prof. Felix Frankfurter of Harvard, a legal authority of long practical experience and international renown. The travesty on justice which was involved day by day is almost unbelievable of an English speaking court and could not be matched outside Soviet Russia.

Code Cramps The Style of Ku Klux Klan

This summer SATURDAY NIGHT has been in receipt of complaints from its readers as to the activities of the Ku Klux Klan in Eastern Ontario. The hooded order has, we are told, created a good deal of trouble in Prince Edward County especially in the neighbourhood of Picton and Glenora, and has rendered necessary the interference of the Provincial Police on several occasions. But the chief centre of Klan activities, both last summer and this, seems to be Kingston. Open air meetings are held after nightfall in the open country which the Klansmen attend in full regalia and naturally excite a good deal of attention from the curious, who attend in thousands. On the afternoon and evening of Sunday, July 31st, a big gathering was staged on a farm immediately west of Kingston's city limits, on the Toronto Highway, which created a traffic jam, and ordinary motorists were treated to the spectacle of a masked and hooded knight acting as a self-appointed traffic officer to direct their movements. These gatherings have become a public nuisance, and pickpockets are naturally active in throngs so large. Women of one of the world's most ancient callings are conspicuous and openly accept invitations to enter the cars of masked Klansmen, not so rigid in their views as some of their official orators. Last summer at one of these gatherings, a party said to have come from Belleville, wearing full Klan regalia, opened up a movable booze emporium so soon as darkness fell and sold flasks of whiskey and gin so long as their stock held out. It does not require a very vivid imagination to realize the demoralizing effect on the young people of the town and countryside of these gatherings, apart altogether from the bigoted teachings of the K.K.K. Some of SATURDAY NIGHT's correspondents seem inclined to impute inactivity to the authorities, but they can hardly be expected to cope with the situation so long as night meetings by masked assemblages open to all comers are permitted at all.

It is perhaps not generally realized that these assemblages are in contravention of the Criminal Code of Canada. Section 464, sub sections (B), (C), and (D), make masking or blackening of faces or otherwise dis-

guising, in public places by night or day an indictable offence and punishable with imprisonment up to five years. Under this section and sub-sections a distinction is made between the day offence and the night offence, in the case of the latter class of offence the onus is upon the defendant, to prove that he was not so disguised for an unlawful purpose. In the case of the daytime offence the onus is on the Crown to make out a case. After dark, unlawful purpose, measuring in a general sense, the terrorization of others, is assumed. The exception as to "a public place" is of course intended to protect participants in a private masquerade or in a lodge room ritual from prosecution. But by holding their meetings on farms and open spaces the Ku Klux Klan puts itself within reach of the law, for under section 194, Sub-section C of the Criminal code a public place has been defined by the courts as one where the public go no matter whether they have a right to be there or not. Such a meeting as that near Kingston, on July 31, was beyond shadow of doubt held in a "public place" within the meaning of the statute. It is further alleged that the K. K. K. at these assemblages constantly breaks the law against carrying offensive weapons, though whether these weapons are really dangerous is problematical.

Our existing Code cramps the traditional style of the Ku Klux Klan as displayed in various parts of the United States by the provisions against the masked terrorization of individuals and communities. But it is obvious that the uniform of the order was devised to enable it to carry on terrorization in defiance of the law,—for terrorization has always been the life's blood of the organization. The possibility of such tactics can be removed by invoking the law as it stands against masked participants in such gatherings as have become common in Eastern Ontario. Such a step would also put an end to the conditions which make these gatherings a public nuisance of doubtful moral character; for once the uniform is banned all the glamour which at present attracts crowds would be removed.

Public Health in Quebec

It is an auspicious sign of the times that, in more than one influential quarter, serious and sustained endeavors are being made to arouse in the people of the Province of Quebec a public opinion on the question of Public Health more in harmony with that which obtains in other parts of the country. The "Soleil", a Liberal news-paper of Quebec, which has long urged the necessity of a new viewpoint, on the part of the general public of the Province, on this vitally important matter, says regretfully that "it is our Province which shows the heaviest losses, in the whole of North America, from tuberculosis and infantile mortality." It proceeds as follows: "We cannot allow a fertile race to destroy itself by negligence and ignorance. We cannot allow poor sanitation, improvidence and charlatanism to make human life so cheap that it is our disgrace in the eyes of the foreigner. Above all, when we live alongside Americans and English-Canadians, who far excel us in the practice of hygiene and personal cleanliness, we can hardly be excused for not benefiting by the lessons which affect our future itself." This is strong language. But "soft words butter no parsnips." We yield to none in our appreciation of the many admirable qualities possessed by our French-Canadian fellow-countrymen. But in attention, both public and private, to the laws of hygiene, and in observance of modern standards of public health, they have, speaking by and large, quite a long way to go. The general standard of knowledge of hygiene is deplorably low. The infantile death rate is deplorably high—so immensely higher than that of Ontario that that fact, in itself, argues "something rotten in the state of Denmark". And, indeed, it is impossible to see anything of the everyday life of the habitant—the hermetically-sealed windows, the infrequent personal ablutions and the rest of it—without being struck with the great difference in outlook, on matters hygienic, between the mass of the people in the one Province and the mass of the people in the other.

Nor is the Provincial Government doing all that it should to inculcate sounder ideas on this important question. On the whole, as we have often pointed out, that Government has deserved well of the Province. It can boast of a surplus, for the current year, of between \$2,000,000 and \$3,000,000. Its annual expenditures exceed \$26,000,000, but the amount that goes to purposes of Public Health is a ludicrously inadequate proportion of this—less than two per cent. It spends on the Public Health of the Province only about eight per cent. of the amount it expends on the roads of which it is rightly proud, but the repair of which from the ravages of traffic is, after all, but a relatively unimportant thing compared with the rescue and repair of the people's health from the ravages of disease. There are some signs that the Government is awakening to these things and their significance. But it needs to awaken more quickly.

Trying to Confuse Naval Issue

The efforts in the United States to confuse the public mind on the subject of the naval issues raised at the abortive Geneva Conference and to lay the blame for its fiasco at Great Britain's door would be disgusting if they were not so ludicrous. In one breath it is argued that Great Britain has no justification for abiding by her own estimate of her needs in the matter of cruisers of minimum firing power to defend an Empire of world-girdling extent; and that the United States has every justification for creating as many cruisers of much higher firing power as she pleases, to defend an infinitely less far-flung and vulnerable territory. The demands of the United States reduce to this: They want the defensive power of Great Britain decreased and the aggressive power of the United States increased, and are much incensed because Great Britain, whose very life depends on the protection of her sea routes, refuses to accept a position of naval inferiority.

All this is of a piece with the recent demand that the United States assume "world leadership" and that other nations must bow to her will. A few weeks ago "Liberty", a weekly owned by the millionaire Senator, J. Medill McCormick, who also owns the Chicago "Tribune" and one of the gutter tabloids in New York, came out boldly with this claim of "leadership". "Liberty" said: "The World War put us unquestionably on top. Some say we propped it on the war. But it wasn't our war.... If

Europe chose deliberately to destroy itself and place us in the leadership of the world, let Europe quarrel with destiny not with us." Continuing this line of argument, it said: "From where America now stands, there is no place to go but down. It is America's job to remain on top as long as she can; and the way to do that is to deal fairly but firmly with all other nations; make them respect us and our leadership."

The ex-Kaiser and his whole crew of Pan-Germans never indulged in utterances more arrogant than this; but there are quite evidently a few million boneheads in the United States who think it sound sense and that it is the right of Uncle Sam to dictate to, and if need be, chastise, the rest of the world. It is to the sapience of such electors that the Republican party apparently intends to make its next appeal. Perhaps it is good politics, because on all international questions the rank and file of the American electorate are the most ignorant to be found outside Russia or the interior of China.

The best proof of this is the kind of thing that motion picture directors and the editors of the most widely circulated newspapers constantly "put over" on their readers. In mid-July the Hearst organ at Seattle stated that the American fleet helped to sink the "Emden", destroyed at Cocos Island in November, 1914, by H. M. S. "Sydney" of the Australian navy, and published an alleged interview with a United States naval officer who gave a graphic account of having chased the "Emden". The United States entered the war in 1917, and the claim that its navy helped to sink the "Emden" if true, would involve the grossest breach of neutrality on record. This summer a war film was shown in British Columbia which intimated in a subtitle that the United States fleet participated in the Battle of Jutland, which occurred nine months before the United States entered the war. This is on a par with an episode a few years ago, when a motion picture was exhibited in the United States, showing the German fleet surrendering to the American navy at Scapa Flow!!! The claimants of United States "leadership" have assuredly wonderfully ingenious auxiliaries.

Importing Our Spiritual Guides

Some months ago, the Bishop of Montreal (Dr. Farthing) and Mr. A. D. Braithwaite were requested by the congregation of St. George's Church to proceed to England to select a successor to that most eminent churchman, Rev. Dr. J. Paterson-Smyth as rector. The Bishop has now announced that their choice has fallen on Rev. Canon Albert Philip Gower-Rees, Rector of St. James' Church, Bradford (Eng.), Canon of Bradford Cathedral, whose reputation, both as a parish priest and as a preacher, appears to be of the highest. The Bishop read to the congregation a very laudatory commendation of him from the Lord Mayor of Bradford—and whose doctrinal position is described as "central." The rectorship of St. George's is a position of great clerical prominence and influence, and if it is necessary to import a clergyman to fill it, no doubt it is well that he should be one of distinction, such as Canon Gower-Rees seems to be. But why should it be necessary to import one at all? It is not a little discouraging to Canadian clergymen—and this does not apply to those of the Anglican Church alone—that, so often, when one of these "plums" of preferment is ripe, its plucking should be thought a matter for other hands than theirs. Naaman's historic preference for Abana and Pharpar, rivers of Damascus, over all the waters of Israel, might well furnish a text of piquancy and pertinence, for many a sermon from a Canadian pulpit.

In the present instance, we believe that a distinguished clergyman in the United States was approached with a view to his acceptance of the spiritual charge of St. George's, before the quest in England was undertaken at all. Yet it can scarcely be the case that, of all the Anglican clergy in Canada, not one could be found to fill this particular post. As a matter of fact, if our information is correct, a man of the highest clerical rank, and well known for his labors in Western Canada, was considered and was ready to undertake the rectorship but some more or less inextinguishable obstacle cropped up. We are always hearing lamentations as to the dearth of candidates for the ministry—indeed, this is a subject on which Bishop Farthing himself often dwells at some length—and particularly that the son of the rectory or the manse does not display much alacrity in following in his father's footsteps, when about to choose a life-calling. But it is surely not a matter for wonder that young Elisha is not in a terrific hurry to don the mantle when, time after time, he has seen Elijah passed over in favor of some prodigy from other lands.

Moreover, the prodigy, on arrival, not infrequently turns out to be but a "square peg in a round hole." For an Anglican clergyman, in particular, the transference from England, a land of vast cathedrals, to Canada, primarily a land of vast open spaces, means a tremendous change in nearly every way. The Church teaching is, of course, the same; but the way in which a church is "run" is almost entirely different. And when a man of middle age, accustomed, all his former life, to a very different kind of environment, and somewhat set in his habits and mode of thought—as even the most broad-minded of men (and certainly not least the clergy) are apt to be in middle age—is transplanted into a very different soil, it is, at least, problematical whether he will take very vigorous and effective root there.

British Settlers for New Brunswick

The announcement made by the Minister of Immigration that a joint agreement has been reached between the Dominion, the provincial and the British governments by which five hundred farmers are to be settled in New Brunswick indicates a step in the right direction. It is, indeed, a further application of the principle of the Three Thousand Family Scheme. Settlement of this sort is the heart of immigration policy. When a family has gone on the land it has a stake in the country and is likely to prove a permanent addition to the population. Moreover, in a very short time it produces more than it consumes and thus adds to the general wealth of the Dominion.

We hope that Mr. Forke will have some other announcements to make as the result of his recent visit to the old world. The British family settlement scheme has been a great success and there seems no good reason why it should not be extended. We understand the British government is favorable to enlarging it and it should be good policy for the Dominion to co-operate with the British authorities.

Meanwhile, the general flow of immigration continues to increase. For the first six months of the present year 107,390 new settlers came into the country as compared with 79,253 last year and only 43,241 the year previous. This is healthy but not excessive growth. There appears to be no good reason why Canada should not assimilate immigration at this rate, especially if the present prosperity continues, and all the signs seem to indicate that it will.



PREHISTORIC "HOO-DOOS" AT CANMORE, FOOTHILLS OF ALBERTA
It is not generally known that the slang word "Hoo-doo" is of North American Indian origin applied to prehistoric structures of unknown and mystical origin like the above. They are of mustard colored concrete and stone, very hard and almost weather proof. They guard an old Indian cemetery at the foot of the hill on which they stand, and there is no exact knowledge as to what tribe originally built them. They are about eight miles from the Stoney Indian Reserve.
—Photo by W. G. Leardrum, Toronto.

"Putting Over" the Tory Convention A Sketch of Major General McRae, M.P., Who Has Taken Charge of Organization Work By E. C. Buchanan

WHEN the embattled Conservatives convene in Winnipeg on the morning of October 11 the first thing they should do is give three lusty British cheers for Major-General Alexander Duncan McRae, M.P. for North Vancouver. That would not only be bringing the convention into harmony and unanimity at the start, but would be rendering unto Caesar that which is Caesar's due. For it will be largely owing to General McRae that the convention will have enough of flesh and spirit to produce a respectable cheer. True to its latter day traditions, the Tory party had been leaving the convention to take care of itself, assuming apparently that, having called it into being, it would, like Topsy, just grow. Of late, or since it has been without the incentive that comes with success, the party seems loath to bestir itself to concerted activity until about three weeks before an election, and only then if it has become persuaded that it is going to win.

Fortunately for the forthcoming convention, somebody wakened up about a month ago and observed that it wasn't growing of itself, or that such growth as it was having was not altogether of a healthy and well-balanced variety. This suddenly perceptive Tory apprehended the danger, as things were shaping, of a heavy frost in Winnipeg about a fortnight before Thanksgiving Day, and it occurred to him that, after all, perhaps a little organized effort was essential to the success of a party undertaking such as a national convention. Looking backward, he remarked that the Grits had been able successfully to choose leaders who became premiers, frame alluring platforms or "charts," and win elections, by taking their party's affairs in hand and working and organizing. Pondering this phenomenon, he approached some of his fellow Conservatives with the unfamiliar suggestion that in respect of the convention possibly there might be some advantage in sowing before expecting to reap, and since it was becoming manifest that something had to be done it was decided to take a leaf from the Liberal book and have the party organized for the Winnipeg meeting. Hence General McRae. He was summoned to Ottawa to head a small organization committee, and now a respectable convention is assured.

THE Conservatives couldn't have done better than put General McRae on the job. He is a born organizer—energetic and untiring, cool-headed and capable, earnest and forceful, while at the same time affable and engaging, a natural manager of men and affairs. He was comfortable in the balmy Pacific Coast summer; the call came for his help, and he was on the first train for Ottawa. Forty-eight hours after his arrival convention matters had begun to move. He was not only working himself, but he quickly had others working all the way from Halifax to Vancouver. His capacity for doing things and getting them done has dissolved the fog of indifference that threatened the convention and replaced it by a wave of interest and enthusiasm on the part of rank and file Conservatives. Whether or not it is fortunate in the decisions taken at Winnipeg as to leadership and policies there is now no doubt that the party is preparing a long-up national mass meeting. And McRae, more than any other, is the genius of it.

This is by no means the first occasion of the public interests being benefited by the organizing ability of the handsome horseman from Vancouver. Canada is the richer for the presence of thousands of prosperous farmers on the prairies of Manitoba and Saskatchewan, who wouldn't be there but for General McRae. He enticed them from Great Britain and the United States in the early part of the present century, when he was engaged in the land business in Winnipeg, and thus contributed considerably to the building up of the West. Going to Vancouver in search of further fortune, he applied his talents to the promotion of lumbering, fishing and mining interests, and in that way had much to do with the wealth-producing development of the natural resources of the Pacific coast province.

HIS most outstanding service to the country was given at the time of greatest need, during the war. The late Sir Sam Hughes, then Minister of Militia, with his faculty for picking men of action and resourcefulness for difficult jobs, assigned to him the task of organizing the remount branch of the army. It was an admirable selection, for a thorough knowledge of horses was only a part of the qualifications which McRae brought to this important department of the war establishment of

Canada. He and Mrs. McRae, incidentally, are distinguished in horsemanship, and in that sphere are to the West something of what the late Sir Adam Beck and Lady Beck were to the East. He proved his capacity so emphatically in thoroughly organizing the remount service that he was soon entrusted with the larger job of director of supplies and transport. Then he was made Quartermaster General of the Canadian forces, and the efficiency of this branch of the service became one of the boasts of the army. But still larger tasks required such ability as his, and he was called upon to resign his post with the Canadian Army and become director of organization in the British Ministry of Information, in which capacity he served till the end of the war.

The British Government's appreciation of General McRae's distinguished war service was translated into the offer of a knighthood, which, as a democratic citizen of a democratic country, he declined. He was awarded a Companionship of the Bath.

Having relinquished his active connections with business enterprises in 1914 in order to devote himself entirely to Canada's and the Empire's fight for liberty and humanity, and not since having resumed them to any extent, he is now in the happy or unhappy position of being free to serve his country through his party. He was elected in North Vancouver last year over the formidable Gerry McGeer, K.C. Should fortune turn for the Conservatives, he is almost certain to be in the Dominion Government one day. Men like him, who recognize in politics the opportunity to unselfishly serve Canada, will do much toward restoring the Conservative party to usefulness and glory.

The little town of Glenora, Ontario, claims General McRae as its distinguished native son. Although it is only fifty-two years since he was born there, he is four times a grandfather. He is a strikingly good-looking man, tall and of perfect physique with noble features and clear complexion. He would be marked in any company. He is a companionable man and has hosts of friends wherever he has been.

For the present he is devoting himself exclusively to making the Conservative convention a success, and the indications are that he is "putting it over."

The Jaud

"OH, WHAT are ye seein', ye auld wife,
I' the bield o' the kirkyard wa'?"
I see a place whaur the grass is lang
Wi' great black nettles grown fierce and strang,
And a stane that is clon'd in tea.

"What way div' ye glower, ye auld wife,
Sae lang on the whummel'd stane?"
Hae nae kin that are sleepin' there,
Three braw dochtors are swak and fair,
And ilk wi' a man o' her ain!

"There's dule an' tears i' yer auld een
Tho' little eneuch ye lack;
Yer man is kindly, as weel ye ken,
Yer fower bauld laddies are thrivin' men
And ilk wi' a fairm at his back!

"Turn, turn awa frae yon cauld lair
An' back tae yer plenish't hame—
It's a jaud lies yont i' the nettle shaws!
Whaur niver a blink o' the sunlicht fa's
On the mools that hae smoor'd her name."

—Her hair was gowd as the gowd broom,
Her een like the stars aboon;
Sae proud an' tichtsme and fine was she,
Wi' her breast like the flowers o' the white rose tree
When they're lyin' below the mune.

"Haud yon yer havers, ye daft wife,
Think shame o' the words ye speak!
Tho' men lay fast in yer beauty's grip,
She brocht the flier tae the wumman's lip
And the reid tae the lassie's cheek.

"Ye've lived in honour, ye auld wife,
But happit in shame she lies,
And them that kent her will turn awa
When the Last Day brak's tae the trumpet's ca'
And the sauls o' the righteous rise."

—May be, But lave me tae bide my lane
At the fit o' the ootcast queyn—
For oh! wi' envy I'm like tae dee
O' the world she had that was no for me
And the kingdom that ne'er was mine!

—Violet Jacob in "The Sphere".

"A young Chinese, knowing perfect English and typing, seeks position. Salary no objection."—Chinese paper. This is one of the few statements emanating from China recently in which we feel perfect confidence.—Punch.

Of Pageants in General

By J. E. Middleton

A PLAY shows how living people will conduct themselves in given circumstances, arranged in an artful manner to give the interest of suspense. It is therefore plain as a pikestaff, easily understood, as concrete as the Man Next Door. Yet the technique of play-making, play-producing and acting is highly sophisticated and complicated.

A Pageant is intended to give body and bones to an abstract idea, such as The Progress of Transportation, The Triumph of Art, The Future of Canada. Therefore because of its usual lack of progressive dramatic material Pageant-making should be infinitely more difficult than Play-making. So it is.

Written Allegory is so difficult a form of Art that there is only one performance of first-rate quality in English literature John Bunyan's Pilgrim's Progress, and much of its interest is found in the cleverness of its transcription of Holy Scripture. "The Shaving of Shagpat" is an allegory—and who cares? If written allegory be difficult, pictured allegory can scarcely be more easy.

The possibilities of being bored to death in Canada have been greatly increased in recent years, for Pageants on every subject and on no subject have been seen on all sides. Two of them have been notable: the one that celebrated the Tercentenary of Quebec in 1908, and the Toronto picture-parade of July 1st, 1927, to mark the Diamond Jubilee of Confederation.

The Quebec performance had majesty of situation. The Plains of Abraham was an ideal setting. The players, many of them French, entered into their parts so completely that for three days they were in costume, walking about the streets, ambulating on Dufferin Terrace, and giving a romantic color to the entire celebration. The Pageant itself had sustained dramatic interest, and its very bigness gave an added thrill.

The Toronto parade made up by physical movement its lack of spiritual sequence, and its tableaux, each in the confined space of a moving truck-platform, prevented gaucherie and bad acting on the part of the performers. Moreover, as in Quebec, the characters were historic figures, Madeline de Vercheres, Father de Brebeuf, Egerton Ryerson, and the like, rather than "Bravery" or "Charity," "Temperance," or "Tolerance." The parade as a whole was fine in its conception, dignified, sincere, and beautiful in its achievement, and thoroughly worthy.

A Pageant given at Orillia when the Champlain Monument was unveiled was spoiled by the intrusion of boats on the lake, though the main idea was excellent, the arrival of Champlain at a Huron village. As for the others, from Penetanguishene to Toronto and eastward and westward of that line, the country has seen the most of them with yawns irrepressible.

Does anyone recall the Pageant in Ontario where German machine-guns mounted on cart-wheels were used to represent a field-battery of the War of 1812?

The writer remembers a Church Pageant to show the progress of the Missionary Idea, when young people, for lack of knowledge and direction, committed every stage-fault yet discovered; lurching, stumbling, walking sidewise, staring at their feet, drilling imperfectly, mumbling their lines, and wearing their costumes with a sublimity of awkwardness which almost touched genius. There is nothing so comic as stateliness badly done.

If the making of Pageants is to continue in this burdened land, a first principle worthy of adoption would be to kick all Allegory out of doors, and rest wholly on tableaux—single incidents of a romantic past or an equally romantic present. Let the characters be people—generals, leaders, heroes, humble folk—who will command human interest. Let the performers be taught at least the two rudiments of mimetic art; let them be taught to stand still and to walk. With that achieved, the public opportunities for being bored to extinction would be slightly lessened.

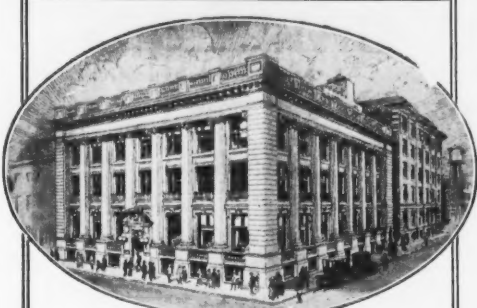
The Canadian National Exhibition does a Pageant every year. It rests wholly on color, lighting, fireworks, bands, and marching men, and is rather to be called a Spectacle, since the dramatic element is a miracle of slenderness. It may be named "Canada" or "The Empire," or "Arabia" or "Popocatepetl"—the technique does not vary. The people go in throngs, not because the performance has intrinsic interest or intrinsic art, but because color, and light, brass instruments and rockets are beloved of all mankind. "Cully" Ross created something in this spectacle, and his successors may be pardoned if they hesitate to experiment. But what a glorious and significant thing might be done with such a setting and such a tradition if the Exhibition Directors were to seek out a genius in stage-craft and give him a free-hand!

A critic complains that a certain novel did not really begin until the middle of the book. But the usual trouble with these things is that they don't finish until the end.—Punch.



THE LATE KEVIN O'HIGGINS

The brilliant young Irish public man who was recently assassinated. He held the portfolio of Minister of Justice and External Affairs in the Irish Free State Government, and it was his steadfast course in the suppression of disorder which led to his assassination. His father, Dr. O'Higgins, Coroner for Queen's County, met a similar end in 1923. His mother was a sister of the famous Nationalist, Timothy Healy, the present Governor-General of Ireland.



THE HOME OF
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"The Paper Worth While"

HECTOR CHARLESWORTH, EDITOR

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Memories of An Earlier Canada

In connection with the Diamond Jubilee of Confederation countless special editions were published by Canadian newspapers, some of a very impressive character. But from the standpoint of human interest few were so entertaining as the Jubilee issue of the "Grand River Sachem" which, since Feb. 6th, 1856, has been published in the village of Caledonia, Haldimand county, Western Ontario. This publication was literally started in the bush, and, as its title indicates, in Indian country, due to Caledonia's proximity to the Six Nations Reserve. Caledonia has remained a village, though in common with most of the towns of its region it has of late years experienced a progressive industrial development. Perhaps the fact that it has remained a village made the "Sachem's" presentation of the social history of the district, through excerpts from its old files and memories of old timers, the more vivid and racy.

In glancing over the history of the village we get an idea of how slowly settlement proceeded in Upper Canada during the first six or seven decades after the British conquest. At the close of the American Revolutionary war, the British government acknowledged the services of its Indian Allies, the Six Nations, by ceding them a strip of land 12 miles in width, on each side of the Grand River from Lake Erie to the site of what is now the city of Brantford. The grant was made by Sir Frederick Haldimand, Lieutenant Governor of Upper Canada in 1784. Some years later the Indians sold a part of this grant back to the Crown and it thus became available for white settlement. There was little progress in that respect until less than a century ago, when constructive enterprise began to show itself in connection with waterways.

In 1833 the Grand River Navigation Company decided to connect Brantford with Lake Erie by canalizing the river and making it navigable. The construction of eight locks was necessary and settlements along the River banks followed, among which was Caledonia, laid out as a village in 1843. Its name was chosen by a Scottish miller named Ranald McKinnon, already established there. The Scottish sympathies of McKinnon and his friends may be judged by the fact that the seven principal streets were named Argyle, Dumfries, Wigton, Caithness, Sutherland, Orkney and Forfar; and the five squares in the townsite were named Edinburgh, Glasgow, Greenock, Paisley and St. Andrews. The village was made to flourish by the construction of good plank



HON. ORAN LEO MCPHERSON

Minister of Public Works of the Province of Alberta. He was born in 1886 in the State of Kansas and came to Canada at the age of 21 to engage in farming. He was first elected to the Legislature in 1921 as a candidate of the United Farmers and his political rise has been rapid.



A. SUZOR-COTE, R.C.A., MONTREAL.

The internationally famous French-Canadian painter and sculptor, who is reported to be steadily recovering from the illness which caused such widespread regret last spring and led to false reports of his death.

roads to other centres, commended by one of the earliest advocates of good roads in the history of this country—W. H. Smith, who in 1851 published a history, "Canada, Past, Present and Future". Smith recorded that in 1846 the country between Caledonia and Port Dover had been a perfect wilderness and added "Mark the contrast; in five short years nearly every lot along the road had been settled and cleared and fine farms supply the place of dreary forests."

In the annals of Caledonia reprinted from old issues of the "Sachem," the tragedy of a publisher's job in those days is illustrated by an excerpt from its second issue (Feb. 20th, 1856): "Kind friends we are again before you and still laboring under difficulties. Our non-appearance on Wednesday was caused by the greater portion of our Advertising page being knocked into 'decided PI', through the meddlesome carelessness of a person who never was in a printing office before, and whom we hope, will avoid ours in future." There is food for reflection in the first local accident, recorded in the initial issue. A farmer had purchased a quart of the new commodity, "Burning Fluid" or "Rosen Oil" and carefully instructed his family as to its dangerously inflammable character. But one of his daughters was apparently heedless and managed to set her clothes on fire. She saved herself by rushing outdoors and jumping into a horse trough, rolling over and over in the water. This was a characteristic episode in the early history of the petroleum industry, which in the years, since the "Sachem" was first published has revolutionized commerce, industry, transportation and methods of warfare, and made possible the motor car and the air-ship.

Verbum Verbatim

By V. M. Kipp

"The Government of Canada," said Mayor Webb of Winnipeg, "should pass legislation compelling all newspapers x x x to report verbatim."

—News Item.

"BROWN," the City Editor called in his most sarcastic tone to the offending reporter, "did you never hear of the Webb Law? Do you think you are living back in 1926 when newspapers were wild and unregulated? Here I send you to cover the funeral of a prominent brick-layer and you give it only two columns. Don't you suppose I know that the addresses of the Reverend Lengthy always run at least five columns? You ought to know we can't get away with this sort of thing. You can't tell when a short-hand spotter may be at one of these funerals, and we're in wrong with the powers now because we left out three 'hems' and seven 'haws' from the speech of the Mayor at the opening of the home for deaf goldfish last week."

"Lengthy gives the same address at all his funerals," the reporter explained. "We have used it three or four times already this year, and that ought to be enough."

"Nothing of the kind," said the City Editor, trying to be patient as the Composing Room sent down word that he could have only ninety-six pages for news that afternoon. He had so many long speeches which had to run, and the business office perpetually was butting in with advertisements just as though they were important.

"Lengthy," he went on, "served us with notice, as he always does, that he was making an address at this funeral, and under the Webb Act we are obliged to report him verbatim. We have no choice in the matter. It's a great thing to live in these days when the Government runs all our affairs for us. Better clip this person's speech at his last funeral and run it again, if you are sure it's the same—but at that the beggar may be trying to trap us."

It was, comparatively, a light day, as days went, but with troubles enough. Parliament was sitting—in fact, under the new law it sat ten months of every year, and worked early and late at the business of making speeches—and the usual ten pages were given to its proceedings. The Times was three months behind in its reports, but more linotypes and presses recently had been installed and it was hoped that it would be possible to catch up during prorogation. There was a City Council meeting, and that accounted for another ten or twelve pages. The Council had met the previous evening, and talked through until breakfast time. There was a warm debate on a proposal to put in two more street lamps down by the incinerator, continuing for six hours, and the Mayor spoke for two hours on the convention of the International Association of Window Cleaners which he attended as official delegate of the city. The Board of Education had indulged in a rousing argument on the merits of paper towels, and that was good for another ten pages. Really, it was quite exciting at times.

Then there was the usual run of short items—that is, five or six columns. The law made it obligatory that all speeches made at meetings of public bodies be reported verbatim, and all other speeches of which formal notice should be given the newspapers. An amazing loquacity had been the result. Schools of oratory had sprung up everywhere and the air was full of declamation. Speakers, it must be admitted, were almost more numerous than listeners, but the Government was expected to do some-

thing about that aspect of the situation. On this day of which we write there was a long address by the President of the Society for the Elimination of Cockroaches, a sermon by an itinerant street preacher from Tennessee who sought to prove that monkeys were children of the devil, a three-hour address by the Hon. Adolphus Grampus, who was appointed to the senate in 1881, at the unveiling of a statue of Queen Elizabeth, an address by the Mayor to the convention of Amalgamated Agrarians, and the annual meeting of the Women's Society for the Enlightenment of the Abyssinians. It was fine, light stuff.

"Just had notice from the Boss," said the Managing Editor to the City Editor as the last forms were being made up, "that the subscription price is being boosted to \$2 per week."

"Have we any subscribers left, at all?" asked the City Editor.

"Not many," the M. E. told him, "but the Government has promised to pass a law compelling every adult man and woman to subscribe to at least two daily papers. Also they are looking into the possibility of compelling people to read the papers, and of testing their knowledge by holding public examinations. I have no doubt that will come in good time. How are we fixed today?"

"Fine," the City Editor assured him. "We've got in all the meetings, and have brought the House up to the adoption of the Address. I think we shall reach the Bull-get speech next week, and you know it was given only two months ago. That's what I call good work. Last year there was some complaint because we were still running the old session when the new one opened, and it was a little confusing."

"To-day," he went on, "I have had to leave out only that double murder on the South Side, two or three accidents on the streets—but there were only a few deaths—a train wreck and a few little things like that. Nothing important. I suppose our bootleg competitor will run them as usual?"

"Not he," replied the M. E. "The police have found that chap, and he'll get about nine years. He's a printer, used to be a reporter back in the twenties, and he thinks murders and suicides still are news. He turned out his little sheet from a hand press in the cellar of his house. Probably made a pot of money while it lasted, at a dollar a copy."

The Passing Show

The weekly magazine, "Liberty," published, ironically enough, in Chicago, wants the United States to have the largest navy in the world. Ever since Chicago began stealing water from Lake Ontario it has been cherishing the illusion of maritime power.

"Do you think I could qualify for membership in your yacht club?"

"I don't know. How's your bowling?"

A retired farmer of Beloit, Wisconsin, is looking for his barn which disappeared without leaving behind a clue. Perhaps it succumbed to the trans-Atlantic flying craze.

When Prince George goes back to his ship and the cry is given: "all hands on deck!" likely he'll start in absent-mindedly to shake them.

Probably nobody misses another more when she's away on her holidays than the dishes in the sink.

Two landlits in Chicago held up two ladies in a novelty store and got away with \$3,300 in diamonds and cash.

Presumably it was called a novelty store because such a thing had never happened to it before.

There are also some golfers who should undergo an examination before being permitted to drive.

"Well, what do you think of Canadian scenery?"

"We've better looking bill-boards in the States."

Husbands are beginning to find out that the thing is true about diet as about clothes. The less wives eat the more it costs.

Two bibles were stolen from the chapel at Nelsonville, Ohio. Perhaps the culprits plan to start up a hotel.

One wonders if there would be such a keen desire in the United States for more heavy cruisers if foreign manufacturers already had the contract to build them.

With modern families as they are now, the quietest and most solitary spot to go to for one's holiday is home.

EMBITTERED

"What's the matter with the milk this morning?"

"I think it must have come from a discontented cow."

DISPARITY

Ernest E. Dalton, of the National Dental Technicians who recently met at Chicago, states that there are only twenty sets of perfect teeth in the United States. And, alas, there are about a million laws.

Recalling the story of the poet who papered his room with rejection slips, is the latest yarn from Hollywood about the handsome male star who papered his palatial apartment with marriage certificates.

Because it took months for the news to reach the outside world, the terrible earthquake which destroyed over 100,000 people in the interior of China, was treated coldly by the newspapers as ancient history.

"What a brat of a child!"

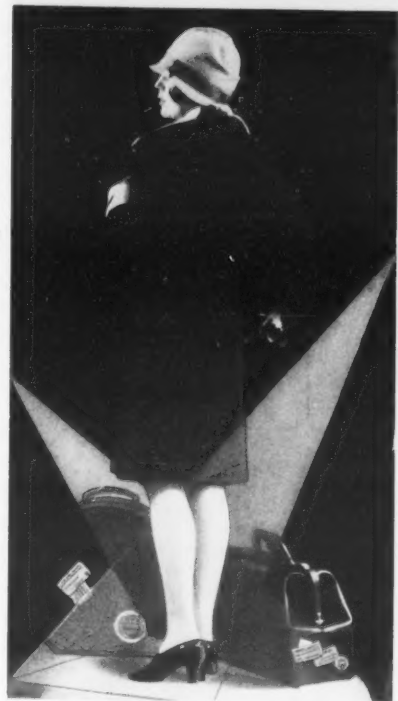
"I've no children of my own, either."

If the changes in the new Ford are as radical as has been forecast, the old Ford will be placed on the shelf with the other tin-types.

The good soldier and the returned sunburnt vacationist never turn their backs on the enemy.

It is the misfortune of Sae'o and Vanzetti that they were arrested in Massachusetts and not Illinois.

Hal Frank



Travel—

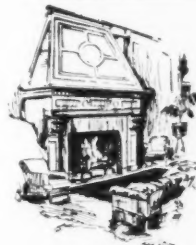
In Monarch Silk Stockings you find a most satisfying combination of beauty and durability—qualities that will particularly recommend them to you for travel and the holiday visit, when you want to look your best.

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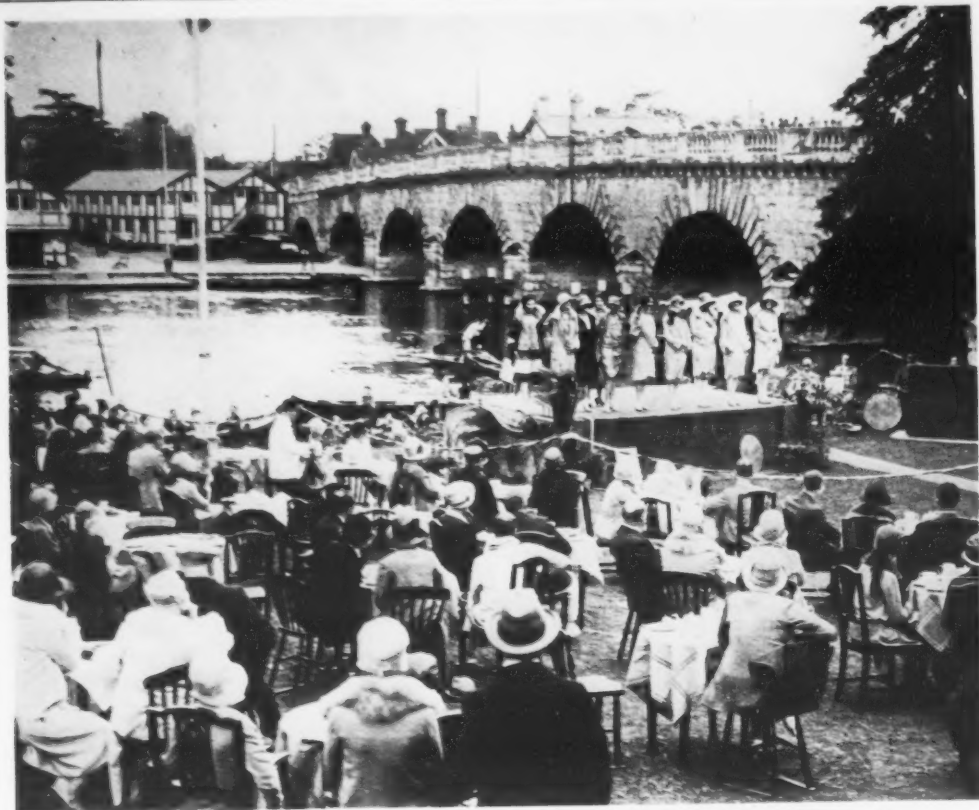
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MAJOR-GENERAL SIR GRANVILLE RYRIE

Successor to Sir Joseph Cook as High Commissioner for Australia in London. The new High Commissioner was one of the Australian Commanders in Palestine during the war, and is held in high affection by the "diggers" who served under him. He is known to them as "Bull" Ryrie.



MANNEQUINS AT MURRAY'S RIVER CLUB, MAIDENHEAD, ENGLAND

A general view of the scene at Murray's River Club at Maidenhead, England, when the guests were treated to a display of some of the fashions which contributed to "Glorious Ascot" this year.

Now It Can Be Told

By C. P. S.

THE latest excitement in Philadelphia is over. It is the story of the man who found here an antidote against the anguish of human failure and who were elevated under the kindly influence to belief in their value as philosophers. The only value they could persuade themselves they had.

One evening here he was discussing with a friend the possibility of a Canadian Drama when an elderly little man behind him suddenly placed a gentle hand upon his arm. He set down his glass and faced about. The little man seized his hand and pressed it warmly.

"I've been eavesdropping," he said. "I want to thank you and your friend here, and I congratulate this country on the fact that there are still two young men in it who speak English."

With that the little man turned abruptly and went out. So the pleasant days sped until one morning at breakfast an item in his newspaper drew a cloud over the sun. The "beetorum" had been raided by the Provincial police. Finally the law had stepped in to smash his little world. The bartender who had so often nodded familiarly to him across the lobby froth was languishing in prison. The proprietor had been fined two thousand dollars. The novel was closed.

Plunged in despair Mr. Average Uncontroversial Citizen realized the precariousness of such relief as this that he had welcomed so joyously from the tyranny of the times. Besides, if that proprietor was a lawbreaker, no doubt he was too, and if that bartender was now in prison, he himself was also a criminal. The raid must have taken place just after he had left last night. A near thing, yes, he was lucky.

Days dragged by. Tennis began to seem insipid. The city appeared to lose its fascination. Then another friend drifted to the rescue. This time it was in the name of the foreign quarter, two or three rooms upstairs, one large the others small. The Italian proprietor whom he immediately nicknamed Michaelangelo served Italian meals with wine. The wine was sour and suspect, the spaghetti was delicious. It was not long, however, before instead of wine Michaelangelo provided beer, good beer, healthy and uncontaminated. Teddy and Reggie and Doodle rallied round and this became the rendezvous.

Here they met almost every afternoon or evening for at least a few moments, and here too gradually assembled the Bohemian elite. Select supper parties were given in the smaller rooms. On the musty stairs one occasionally encountered charming ladies in rich evening wraps whose place in the society of the town was secure. Musicians with well-known names gave dinners. In the large room with its big round tables sat chatty groups of young professional men, successful business executives, disreputable men-about-town, wealthy sensation-seekers, the whole scene indignantly presided over by the huge framed portrait of Sir James Pliny Whinner, which hung upon the northern wall.

Here was freedom and gaiety, here was as real Bohemia as the city had ever known. At one large table early one evening sat a bride and her bridegroom. Radiant and beautiful, she wore a great bouquet of carnations at her waist, smoking her cigarette at the end of a long and slender holder. The husband, naive and unconcerned, made light and merry conversation, at which she laughed merrily in a quiet, careless way. Their friends who nodded to them there did not know for days that they

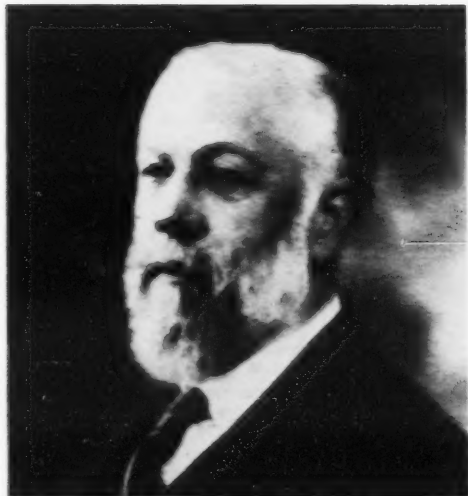
had just been married. At the next table sat an obese plutocrat entertaining three painted chorus-girls. Every now and then his pudgy fist brought out an enormous roll of twenty-dollar bills, from which he peeled off one to pay for four more bottles, while he leered benevolently at the prettiest of the three, whom he had taken care to seat close to him on the right.

Wedged close at the next table in the corner, their chair-backs touching those of the chorus-girls, six former officers of the Canadian Expeditionary Force forgot their glasses in the intensity of their reminiscences. Next along the wall beside a shuttered window were seated a tall, frail young man of twenty-one with a prosperous Armenian, the two in riding togs. The frail young man had just been left a fortune and was busy seeing what of life there was to be seen close at hand before he sought exotic experience abroad. A long-haired young musician joined them, and when his glass was filled, he talked glibly and inexhaustibly of experimentalism and of Einstein's theory of relativity.

In the corner by the tawdry side-board of oak veneer were jammed eight or ten undergraduates of the University, drinking from each others' glasses, bandying quick witless repartee, and generally producing such a roar and hubbub as to cause all the others present to shout or to speak close in each others' ears.

At the last table, just inside the door, was placed Mr. Uncontroversial Citizen and his friends. With them had sat down a middle-aged little man whom they had never seen before, but who on entering had noted them as apparently the most sympathetic of the company, and who had forthwith impinged upon their circle. He was

THE LATE SIR WILLIAM ASHLEY
The eminent British economist, who died recently in England, at the age of 87. At the time of his death he was Vice Principal of Birmingham University. Prof. Ashley was well known to the older generation of graduates at the University of Toronto, for he was Professor of Political Economy at the latter institution from 1888 to 1892. Subsequently he became a world famous authority on the relations of capital and labor.



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—!!*X—:?!?!—

FOR six blocks the driver of the car had tried to pass the boy on the bike. Every time the road seemed clear of jaywalkers, street cars and brick wagons, the boy, by design or accident, swerved across the motor car's path.

Finally there was an opening.

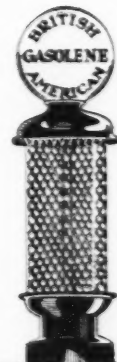
The driver "stepped on it" . . . And just then the boy decided to cross the street—in front of him. Then it happened.

Life seems to be a perpetual race between education and disaster.

Probably by the time cyclists and pedestrians have learned how to co-operate with drivers of motor cars, we shall find ourselves in the middle of the aeroplane era, with a brand new set of problems.

But meanwhile . . . you boys who ride bicycles, won't you try to make the highways safer, won't you try to ride in a straight line, use your hand to signal when you're going to stop or turn, and carry a tail light at night? Atta Boy!

32



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are for Safety!

had just been married. At the next table sat an obese plutocrat entertaining three painted chorus-girls. Every now and then his pudgy fist brought out an enormous roll of twenty-dollar bills, from which he peeled off one to pay for four more bottles, while he leered benevolently at the prettiest of the three, whom he had taken care to seat close to him on the right.

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now telling the story of his son's departure overseas with the original Canadian Expeditionary Force in 1914. The lad had gone away amid the awed hush of those crowds which used to see the men off in 1914 before the event had become too familiar, and his father had been there in the crowd, silently dropping tears. He had waved his handkerchief; he had waved—but just here the little, middle-aged man broke down in floods of tears, his head bowed upon the red paisley-patterned tablecloth, his shoulders heaving with sobs, to the intense and bleary-eyed embarrassment of the four friends who had been selected for his audience. Three times he started afresh from the beginning, and three times he broke down and wept upon the table when he came to the waving of that handkerchief. Three times his listeners blinked and controlled their nerves. They dared not look at one another's faces. Then the little man shook himself together and got forward with his story. The boy had gone to France, he had been wounded, once, twice, three times, slight flesh wounds, mere scratches, and had gone back each time. In the end he had come safely back to Canada. The four listeners gasped. Safely back to Canada—then this was no tragedy after all. This was high comedy. One of them had to grip the table underneath, for the little man was weeping again during this terrible pause. "Yes, gentlemen," he continued, drying his eyes, "the boy came back safe and sound—safe and sound, I tell you." Once more he paused to wipe his eyes. His listeners felt their self-control yielding, slipping. Teddy was a royal purple in the face; Reggie's chair was shivering. Then the little man went on again. "Yes, gentlemen, he was always smiling; he never once complained. He died last night

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to your good taste
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of "feminine" grace and beauty. Then like a storm
came the explosion of gaudy modernism from the four,
and they were gone in their places.

"THE" genius of the place was Giannina, the little Italian
slender who waited on the tables, brought in the
appetizers, laid out the bottles from the police-proof
cabinet, repaired things, and smoothed out the change. Bright,
happy, considerate, with a patience undiminished, and a
treatment which put philosophers to shame, Giannina
gave the lonely human touch which softened what was
harsh and relieved what was awful about this strictly
business venture of Michaelangelo's into illegality. If a
masculine man found his way around her waist as she
passed out the beer, she neither started nor giggled. She
treated the libertine gently as a naughty child, and smiled
as she scolded. She knew that she was not pretty. Doubt-
less she did not know the charm of personality which she
radiated, though sometimes she must have seen its effect,
especially upon the occasional elderly rake. But she dealt
with each case individually on its merits. She could sense
atmosphere, could Giannina, and she could manage where
management was called for. But unerring intuition taught
her how to differentiate for youthful mischief, and those
dancing black eyes of hers were sufficient to extinguish
all maudlin amorosness.

It was often late when he left Michaelangelo's. One
vivid memory of such a late leaving he will always
treasure. He was pausing for a moment on the landing
before groping down the dimly-lighted stair, when by
chance he glanced up along the corridor to the right.
There, at the end, framed in the vista of two doorways,
stood an exquisite feminine figure, nude, her arms above
her head, a wisp of pink chemise in one upraised hand.
Spellbound he stared, and afterward cursed his ill-
mannered action, for he recognized the face of his host's
young wife. It was such an attitude and such a perfect

Preston and Prestonians
Impressions of a Quaint and Ancient Nova
Scotia Settlement

By Harriet E. James

BECAUSE of the early settlement of Halifax, N. S.,
there have been many interesting happenings during
its first years centering about adjacent hamlets too small
for a place on the map.

One of these is Preston, a rural district a few miles
from "East Halifax", now Dartmouth, a town of 8,000
residents, connected with the city by ferry.

The township of Preston was surveyed and laid out
in 1748. At the time of the American Revolution lots
of land here were granted to 165 Loyalists for settle-
ment.

For many years, Preston was a summer resort for
military and naval residents of Halifax, attracted thither
by the shooting, the trout-filled streams and the health
and repose of the pine clad hills and glens. In these days
Preston was the scene of much gaiety and entertainment,
when the aristocracy of the city were guests at dinners
and dances, for several families whose members figured
in the military and literary life of the time, lived here—
country gentlemen—among broad fields and pastures. Dur-
ing the hostilities between Britain and France, French
officers, prisoners of war, were sometimes quartered here,
whose presence added a foreign spice to these entertain-
ments.

Preston has the honor of being the birthplace of two
eminent British Admirals, Philip Westphal and Sir
Augustus Westphal, sons of a retired German officer, one
of the first grantees in the township. Philip entered the
navy under the Duke of Kent as a first-class volunteer,
received promotion and appointments on various stations,
accompanied Nelson to the West Indies in search of the
Allied fleets of Spain and France and became Admiral in
1865. The wife of our statesman "Joe Howe" was a
descendant of his. His brother, Augustus, also served
under the Duke of Kent, was wounded on the "Victory"
at Trafalgar and lay in the berth beside Nelson whose
death he witnessed.

Preston has had many types of settlers and is now
a village of negroes. The first negro occupants formed a
small colony in 1795, numbering about six hundred, called
Maroons—a most interesting body of men of whom the
historian, Haliburton, gives a full description—Jamaicans
who, resenting the domination of Spanish rulers to whom
they were slaves, had fled to the mountains where they
lived as lawless bandits, a menace to the Government at
whose request, Britain, anxious for hewers of wood and
tillers of soil, accepted them as settlers upon payment to
the British Government of some thousands of pounds.
They proved a fairly tractable and grateful people and
physically desirable, but, though rationed and cared for
generally, the severity of our Canadian winters proved too
hard upon them and in 1800 they asked for deportation
to a warmer clime and were sent to Sierra Leone.

The present inhabitants of Preston are from a differ-
ent source, descendants of slaves, who after the war of
1812 were given refuge on British men-of-war blockad-
ing Chesapeake and other harbors. Brought to Halifax
they were settled upon the little plot of land vacated by
the Maroons. They are unique in many respects; have
become for the most part, thrifty and comfortable and
have built up a trade with the city peculiarly their own.
Much of the picturesqueness of from forty to sixty years
ago has vanished and it is of this period I write, though
many features of their early life and habits remain, and
one may still see quaint sights when driving out the
Preston road on market day, when the dusky vendors are
bringing their wares into town. It is a beautiful road,
skirting lakes and wooded hill-sides on either hand.

ALMOST in close procession come the "Cull'd folks"
en route to the city at a slow pace trudging beside
their rude carts or sleds drawn by ponies of the "hat-
rack" type or by an ox termed by the owners "me
beast" (giving rise to the term "Preston Ox-mobile").
These are urged on by a long stick cut from the trees.
The older women may be seated on top of a load of
kindling-wood, clothes-pros, small brooms, bean poles,
axe-handles, etc., or, in winter, Xmas trees, branches of
evergreen and what they call "wreaths" of spruce, moss
and rowan berries for decorating purposes at Xmas. The
younger and stronger women form the most attractive
feature, striding along their twelve to fifteen mile tramp
carrying their full share on their heads in large shallow
baskets, of so many pounds weight, that we wonder what
the white woman's headaches would be in such a case.
These baskets, a full yard in length, may shift but never
fall, balanced as they are by the swinging arms and
swaying body. Is it cause or effect of these heavy head
burdens that the negro skull is flattened on the top? The
baskets contain wild berries, wood flowers, fern roots for

form of feminine grace and beauty as Sir Frederick
Leighton loved to paint, but the long coal-black hair,
rippling, clinging down over the soft olive skin lit to a
golden glow under the electric chandelier, was of the
quality of Tintoretto's color. Here was a picture posed by
accident and painted by life to rival the masterpieces of
the greatest. She looked and saw him. A charmingly
enigmatic smile spread over her handsome Latin face as
she moved without haste and without embarrassment to
close the door of her room which had evidently blown
open without her hearing it.

It was a different kind of evening, one of the last at
Michaelangelo's, which rises beside the former in his
memory. He had stayed late with some delightful, if
boisterous, undergraduates, and had left when Michael-
angelo closed up. His most lively recollection is of
standing shortly afterward high on the pedestal of the
war memorial in the local Champs Elysées and lecturing
with conspicuous success to the considerable crowd which
collected about his friends the undergraduates. His subject
was hunting big game in Africa, and he remembers taking
as his examples the two undersized recumbent lions below
him in front—"rats" he was calling them toward the end.

Ah, well—Michaelangelo lasted two years. Then, at
last, a raid of the police was splendidly successful. Actual
bottles with actual beer were secured as evidence, and
another idyll of the drought was ruthlessly destroyed.
Michaelangelo paid his fine and went to spend his illegal
accumulation in Italy, taking with him his wife and
Giannina. The fire was still very low at that time and
even after he had satisfied Canadian justice he must have
retained a considerable fortune, at least in Italy.

All has passed. Bohemia has fled forever.
Mr. Plain Uncontroversial Citizen turns back to the
iced Chianti on the table in the arbor. Yes, it will do—
it is not so bad—but—but—he sighs—well, at any rate,
he has lived.

my lady's portico, and in spring, bouquets by the hundreds
of the sweet trailing arbutus, our provincial emblem. They
often sing as they walk, these musical "sons of Africa"
and this and hilarious laughter keep them in good spirits.
Until recently the Halifax market has been in the open
air—tourists have taken away many snap-shots of these
groups seated on the curb around the Province Building
Square.

Many of the Preston darkies in my childhood days
were constant visitors at our door, some were considered
family friends, faithful and grateful. There was old
Polly. While not sure of her own age, she was said to
be in her nineties when still coming into town with her
"crittur". Her maiden name was Smith—her first hus-
band, Brown—her second, Stanley, so we dubbed her
"Lady Stanley of Preston"—the exact title of our once
Governor General's wife. Once asked by my mother to
come for a day's work replied, "Yaas marm, A'll come a-
Toosday ef de good Lawd spares me, an ef not, a'll come
a-Wensday" and all with a lisp. Her "man Chawles"
took at times a little more mountain dew than was good
for him. "What do you do Polly, when you are alone up
there with Charles drunk?"

"Du marm, du. Ah jis leaves em—ah gadders up ma-
tings an goes into town an stays a few days wid Sarah,
an when ah goes home Chawles is sober", adding with a
grin, "He don like gittin is own grub, Chawles don."
Perhaps this recipe may be worth following.

Their love of color is well known. A volume of "De
Brett's Peerage" in a crimson leather binding was dis-
carded from our library and thrown into the garbage pail
but had been resurrected by Polly and was next seen on
a table in the window of her little parlor between peek-
-aboo curtains. Had she been able to read, the contents
would have proved rather puzzling.

We are all too ready to deride or scorn these fellow
citizens. They have their faults and it is no harder for
them to break the Ten Commandments than for us, and
I doubt if a colony of any race with the same handicaps
of inheritance, conditions and color, would have made a
much better showing.

Whenever possible, we try to draw little lessons from
things we see in the street. What we saw in the street
yesterday was a lady wearing a fur and carrying a
parasol. Try as we might, the only little lesson we were
able to draw from that was that women are funny.

*
Pedestrians have their rights. Presumably the last
rites.—Wall Street Journal.



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The Rise of An American Dramatist—Maurice Ravel of the French Moderns—Clair de Lune

The Story
Of Eugene
O'Neill

"Frankly, I honestly
don't believe that I
deserve any book as
yet. It seems to me
there is too damn
much of that premature sort of thing
being done in America." This was
Eugene O'Neill's reply to Barrett H.
Clark, but the famous American critic
has written nevertheless his book on
"Eugene O'Neill" (McBride & Co., New
York, \$1). Both modesty and exultation
are characteristic of O'Neill and it is his
innate reserve, combined with rumors
of his wild early life, which have made
him a legend. What manner of man is
he, the first great American dramatist,
who at the age of thirty-nine is world-
famous? Mr. Barrett Clark gives us
the answer, prefacing a suggestive and
penetrating study of the plays with a
vivid picture of the man himself.

Born in 1888, Eugene O'Neill was
the son of a famous actor, who for years
made \$50,000 a season by touring in
"Monte Cristo," and lived to regret
this sacrifice of his art. After attending
various boarding-schools and being
sent down from Princeton University,
Eugene became secretary of a New
York mail-order business, but he never
took it seriously. In 1906 he married
a "mistake," he says—and very soon
afterwards went prospecting in Central
America. Six months later he was
invalided home, with malaria and no
aid, and became assistant-manager of
his father's company for three months,
but soon tired of it.

His favorite authors at this time
were Conrad, Kipling, and Jack London,
whose influence showed plainly in his
first immature writings, so it is not
surprising that he soon went to sea.
His first voyage was sixty-five days in
a Norwegian bark, and landed him at
Buenos Aires. He worked at various
occupations in the draughting depart-
ment of the Westinghouse Electrical
Company, in the wood house of a pack-
ing plant at La Plata, in the office of
the Singer Sewing Machine Company
at Buenos Aires. Followed another
voyage at sea, tending mules in a
cattle steamer, Buenos Aires to Dur-
ban, South Africa, and return. After
that a lengthy period of complete
distraction in Buenos Aires—"on the
beach" terminated by my stinging on
an ordinary seaman on a British tramp
steamer bound home for New York. My
final experience at sea followed soon
after this—able seaman on the Ameri-
can Line, New York-Southampton.

To this he adds—best he should
"make a Jack London hero" of himself.
"I cannot recollect one heroic pas-
sage in these experiences." Perhaps not,
but he was no literary man looking for
"copy," drunk or sober, he lived the
raw life of a sailor and quayside
unselfishly himself an outcast
from the social order against which,
like so many other writers, he has
always been a stubborn rebel.

A short time after his last voyage to
Southampton he won a considerable
sum at gambling, and when he became
sober again he found himself on a
through train for New Orleans.
Stranded there, penniless, he discovered
his father playing in "Monte Cristo,"
and appealed for money for a return
ticket to New York; he was offered
just a small part in the play, and so
it came about that he made his first
appearance as an actor.

An actor he remained for the season,
meeting his father's adverse criticisms
with the grave declaration that "it was
a wonder that in such a play he could
do anything at all." Then for six
months he turned newspaper reporter
and his chief, much impressed by "his
modesty, his native gentleness, his
wonderful eyes, and his literary
style," gave him his first encourage-
ment to write.

Then came suddenly the turning
point in his life. His health broke
down, he was found to be suffering
slightly from tuberculosis, and on
Christmas Eve, 1912, he entered Gaylord
Sanatorium. He says:—

It was at Gaylord that my mind got
the chance to establish itself, to digest
and evaluate the impressions of many
past years in which one experience
had crowded on another with never a
second's reflection. At Gaylord I really
thought about my life for the first
time, about past and future.

He entered the sanatorium a wild
immature youth, without aim or resolu-
tion, five months later he came out a
man, determined and purposeful. And
since then he has lived a life of self-
discipline, open-air exercise, and con-
stant hard work—while the legends of
his early spectacular drinking bouts
have continued to circulate and grow.
He knew that he had to write. In the
first sixteen months he wrote eleven
one-act plays and two long ones, and
he has continued to write plays ever
since. His health has held good, his
second marriage, in 1918, has proved a
very happy one, and his neighbors now
regard him as "almost a human
creature."

A year at Harvard, a few years with
the Provincetown Players, and much
reading of plays—especially Ibsen's
and Strindberg's—have contributed to
his later development, and since the
production of "Beyond the Horizon" in
1920, his position as the leading Ameri-
can dramatist has not been disputed.
His artistic progress is due to unflin-
ing sincerity of purpose, and the desire
to write of life as he sees it, not
merely to write for the theatre. He has
many faults of crudity and unnecessary
violence. He appears to write too fast,



EUGENE O'NEILL

think too little about his work, and
experiment too restlessly with tech-
nique, but his power cannot be denied.
From the wild life of his early years
he has learned much of the unchanging
elemental forces of human nature; he
sets before us living men and women,
and reveals to us, through and beyond
the interplay of thought and passion,
those "impelling, inscrutable forces
behind life" in which he so profoundly
believes.

**A Modern
French
Composer**

Maurice Ravel, the
distinguished French
composer, is to be
with us at the be-
ginning of the New
Year, writes Hollister Noble in the
New York "Herald Tribune." Accord-
ing to present plans, on his first visit
to this country he will conduct his
orchestral works with the Boston
Symphony Orchestra in Boston on
January 13th and 14th, with the
Cleveland Symphony in the week of
January 23rd, with the San Francisco
Symphony sometime in February, and
with the New York Symphony in this
city next March. Immediately upon his
arrival he will also embark upon a
series of chamber music concerts and
recitals in New York and elsewhere
devoted to his instrumental and vocal
works.

Concert goers in New York are
familiar with a number of Ravel's
orchestral works, notably the brilliant
"Rhapsodie Espagnole," "La Valse," his
superb setting for Mussorgsky's
"Tableaux d'une Exposition," "Ma
Mère l'Oye," concert suites from his
ballet, "Daphnis et Chloe," and his
inimitable one-act opera, "L'Heure
Espagnole," which enjoyed its Ameri-
can premiere at the Metropolitan
Opera House on November 8, 1925.

In the musical world at large, how-
ever, Ravel is more generally known
through his extensive list of songs and
compositions for the piano. His tour
will afford an excellent weighing in the
critical scales of the best that he has
created before and after the war.
Summer audiences will have an oppor-
tunity to hear one of his most impres-
sive works in a few days at a Stadium
concert when Pierre Monteux conducts
his choreographic symphony, "Daphnis
et Chloe," originally composed as a
ballet for Diaghileff. Incidentally, Mr.
Monteux conducted the first perfor-
mance of "Daphnis et Chloe" in ballet
form with Nijinsky and the Ballet
Russe at the Chatelet in Paris in 1912.
The concert suite was first performed
in New York in 1915 by the New York
Symphony, Walter Damrosch conduct-
ing. To-day the French regard
"Daphnis et Chloe" as Ravel's
masterpiece.

Mr. Ravel's music much has been
written, notably on the other side of
the Atlantic, Ravel himself, although
a sophisticated cosmopolitan figure, is
seldom in the public eye. In order to
reach his retreat one must board a
leisurely train at the Gare des
Invalides and travel interminably to
Versailles, thence to St. Cyr and finally
to the little country station at Mont-
fort-l'Amaury, a small village with
popular lined roads and a ruined tenth
century feudal castle, whose lords
bequeathed their name to the town.

In the "Musical Quarterly" for
January, 1927, William Burlingame
Hill describes Ravel in 1919 as boyish
and mercurial in appearance much
like many an American undergrad-
uate. After the war—Ravel had driven
army trucks until his frail physique
broke down—he found Ravel's "inky

hair shot with gray, his former con-
fident assurance replaced by signs of
tension. These were but the exterior
manifestations of a purpose common to
artists throughout Europe. To forget,
and to rediscover, if possible, the pre-
war attitude of mind. "There are signs
of that tension in the music he pro-
duced immediately after the war.
Today, of course, Ravel enjoys good
health and has recovered his ease
of manner, his debonair, polished
cosmopolitanism.

Parisian by training, Ravel is
Southern by temperament. And this
happy circumstance undoubtedly ac-
counts in a measure for the fascinating
blend and delicacy of a wide range of
talents evident throughout his works.
He was born Joseph Maurice Ravel at
Ciboure in the Basque country near
the Pyrenees. Actually his name was
originally Ravez. He is a polished,
precise figure, elegant and methodical
in everything that he does. He delights
in wandering about the Basque country
at least once a year and he occasion-
ally runs in to Paris from Montfort-
l'Amaury for brief visits, staying at an
ancient hotel on the still more ancient
and noisy Rue D'Amiens.

Ravel has travelled moderately, hav-
ing visited London and Vienna as
conductor and pianist. At one time or
another he has been active as a music
critic. In 1909 his music was intro-
duced to London. In 1921 he visited
London, and among other orchestral
works he conducted "La Valse" and
"Ma Mère l'Oye." He returned to
London in 1921 for a series of chamber
concerts whose programs included
among many other works his
"Tzigane" for violin and piano, "Sur
l'Herbe," "Habanera" and "Pavane
Pour Une Enfante DeFunte."

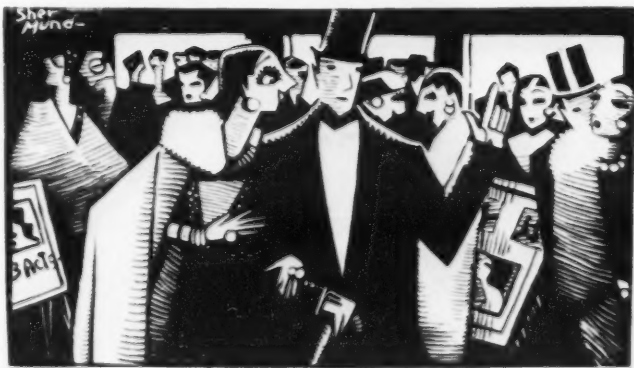
It is possible that M. Ravel's visit
to this country four or five years ago
would have been more immediately
propitious for the display of his works.
Modernism in music sheds its skin
twice a month in these accelera-
ted days, and the latest school of
"young" composers probably regard
Ravel's renowned "Jeux d'Eau" or "Le
Tombeau de Couperin" as classics of
the old order. Perhaps, however, these
intervening years, for Ravel's admirers
in this country, have served a valuable
purpose—the limelight may not be so
brilliant, but one may with more justice
and with a more seasoned eye weigh
and examine anew Ravel's impressive
creative attainments to date.

His first American tour should be a
brilliant one.

Music That Is Of The Moon

"Clair De Lune is a
sublimely phras-
tic," said an American to
me the other day,
and although the
description did not quite suit my palate,
I was brought up with a mental jerk
that set me thinking. *Clair de Lune*.
It has always been my label for certain
sorts of music, dear intimate music,
wrapped all around with the subtle
shades of meaning, writes Edgar Chat-
terton in "The Sackbut" (London).

Scattered across the surface of the
earth we have music of many calibres,
and of as many varying colors. Musical
compositions are, in style, manner, and
substance, capable of as many variations
as there are days in the life of
man. The question of nationality in
creative music is, for me, of small
importance. I prefer its international
aspect. The label "national" sounds
cramped, since it narrows and conflicts
issues. In speaking thus of creative
music my mind drifts back to
influences of the East. The mysticism
of the Orient, as portrayed in musical
sound, has up to fairly recent years
proved often an insuperable obstacle to
the average Occidental listener. Time
was, and not far distant, when certain
travellers in the Near and Far East,
were wont to dismiss the music they
heard with a decisive shrug of the
shoulders, as a hideous din. The advent
of the gramophone has, however, done
much to clear the public mind of
prejudice, especially in regard to music
of the East. We, as a nation, were
brought up on the piano, with its
tempered intervals; consequently our
Western ears often need to learn to
hear aright. The process of education
is likely to be farther advanced when
wireless enables the nations to become
familiar with each other's music. *Clair
de Lune* music, music of the softer
lights, reflects the more subtle nuance
of the art. Often it clearly demon-
strated the fusion of two arts, first by
an author, and secondly by a writer
who has been influenced by him. To
me, the most soul-satisfying work is



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OLYMPIA LONDON ENGLAND

Who will be seen with Raymond Hatton in the film comedy, "Fireman, Save My Child!" at the Uptown Theatre beginning Saturday.

not that which rises to the roof with masses of sound. Rather do I lean towards the expression of gentler persuasions. Delicate harmonies cling with gossamer tendrils to the inmost recesses of the imagination. There is something of the lure of the unknown in *Clair de Lune* music, for it touches on the fringe of the mystic. Maeterlinck gave to the world a superb work of art when he produced *Fellows of Melisande*. This soul play, saturated with lyrical beauty, centres in the personality of Melisande, a fairy thing of the forest, passionately colored with the rays of *Clair de Lune*. The nacreous poetry written of her hair is almost narcotic at times.

"... I have never seen such hair as thine, Melisande. I see the sky no longer through thy locks... they are like birds in my hands..." Completely mated with words is the saline sweetness of Debussy's music. Dim tonalities merge into a mesh, like delicate lace made up of several motifs running through the fine texture.

From Debussy to Delius is a far cry musically, but there is much to form the connecting link that brings the music of the two composers on to the same plane. Both have applied the discretion of exclusion, and this is especially apparent in the elimination of musical climax, as accepted in its technical definition. The delight of Delius's music lies not in its dramatic quality: it is the mysticism of his finer lights that enthrall. The magic of Delius's work seems only on the border of understanding by the average audience in this country. When Fieseler's *Hasan* was produced at His Majesty's Theatre, the management printed on the programme a request for silence during the *entr'actes*, a request that was completely ignored, with the result that the beautiful preludes to the acts were obliterated by ceaseless chatter.

For sheer lustrous expressiveness commend me to *Sea-Drift*, wherein the lyrical beauty of Delius joins hands with the charm of Walt Whitman. The music echoes the very sound of the sea—a magic sea, whitened by moonlight. The subtle treatment of the same composer's theme in his opera, *A Village Romeo and Juliet*, forms a delicious contrast to most of his other works. Here we find the insouciance of the countryside preciously interwoven with emotions so complex as almost to baffle analysis. These children, plighting their troth, live in the music of Delius. "See," they cry, "the moonbeams kiss the woods, the fields, and all the flowers." Exquisite music is this, full of the mirage of love's ecstasy, that material life has no power to annihilate.

One whose outline was bound to cast a glamorous shadow over music was Anatole France. Follow with smooth-living phrases, limpid in its colorful diction, his words glow like polished gems. His version of *Thais*, culled from the annals of the flower-laden past, brought Massenet, who made of the work a music-drama of poignant appeal. Human though it admittedly is, for the most part, the elusive vein creeps in here and there, and the music soars up to the *Clair de Lune* level, when the Greco-Egyptian, exotic influence knocks at the door of spiritual impulse.

Grieg and Ibsen absorbed the spray from moonlit waters. The fantasy of Ibsen's mental make-up permeated the sensitive soul of Grieg. Even the done-to-death "Peer Gynt" Suite, "ragged" and smashed by the fox-trot fiends, has its fey touch. Composer and poet have each given something, and have managed to insinuate a gesture of supplication with open hands, ever stretching for things just out of reach.

Unadulterated moonlight music is found in Rutland Boughton's *Immortal Hour*. It rises to great heights in the passages allotted to Midir, conveying so keen a sense of the delicious joy of the "Little People Over the Hills." *The Immortal Hour* was the product of the brains of Rutland Boughton and Fiona MacLeod, and to divorce them would be unthinkable. Like the soft whirrings of leaves on a road-side hedgerow, when the moon does duty for the wayside lantern, are the delicate thoughts of Fiona MacLeod.

William Sharp went to his rest in 1905, and only then was his dual personality revealed to the world. It was a strange duality truly, for William Sharp wrote stories of adventure, and it was only when he dropped the role of fiction and donned the cloak of Fiona MacLeod that he spelt for us in word painting all that is implied by the little French phrase, *Clair de Lune*.

Note and Comment

COMING to the Princess Theatre the week of Sept. 5th is the tuneful and elaborate musical comedy, "Enchanted Isle." It has some excellent singers and comedians in the cast, among them Greek Evans, Basil Ruyssdael, Kathryn Reece and Hansford Wilson.

CANADIANS will be interested in the fact that in the production of "Julius Caesar" by the Players' Club of New York as their sixth annual classic revival, three natives of this country took part. These were William



WALLACE BERRY
Who will be seen with Raymond Hatton in the film comedy, "Fireman, Save My Child!" at the Uptown Theatre beginning Saturday.

Courtleigh, formerly of Guelph, Ontario, who appeared as Julius Caesar; James Ronnie, formerly of Toronto, who appeared as Marcus Antonius; and Frazer Coulter, formerly of Brantford, who appeared as Popilius Lena.

AN INTERESTING illustrated lecture on "The Songs of India" was given by Dr. S. N. Chaturvedi, member of the League of Nations Committee on Intellectual Co-operation, before the Toronto Theosophical Society on Tuesday, August 16th.

A PAGEANT on Tuesday, August 9th, and a choral performance on Thursday, August 11th, formed part of the entertainment offered the World Federation of Education Associations in its conferences in Toronto. The pageant, which was presented by Mr. Augustus Brille, and witnessed by over 10,000 people, symbolized the power of education in the world and with its one thousand performers was impressive in its color and mass. The exhibition chorus of 2,000, under the direction of Dr. Fricker, gave a thrilling concert before an audience of 5,000. In a long programme, made longer at the insistence of the crowd, Handel's "Hallelujah Chorus" stood out as a memorable event. The chorus was assisted by the Toronto Concert Band under Captain Hayward.

DIRECTOR Jack Arthur will present a new symphonic jazz orchestra at the Uptown theatre, commencing Saturday, assisted by Dave Caplan and his boys and an augmented cast, which will include Margaret Reeves, Arlene Jackson, Thelma Bateman, Teresa Corrigan, Marion Lewis, Richard Alexander and La Monte and Verne. This elaborate presentation will be lavishly mounted and costumed and will be the first of many novel and strikingly colorful offerings Director Arthur is preparing for the Uptown theatre this coming season.

"Fireman Save My Child," with the premier comedy team, Wallace Berry and Raymond Hatton, will burn up the Uptown silver-sheet in a roaring alarm of laughter. Love-interest in the silver-sheet feature is provided by the fascinating new blonde leading woman, Josephine Dunn, who scored so decidedly in "Love's Greatest Mistake." Edward Sutherland, director, and Monty Brice, comedy constructor, who served in those capacities for "Behind the Front" and "We're In The Navy Now," have directed the picture.

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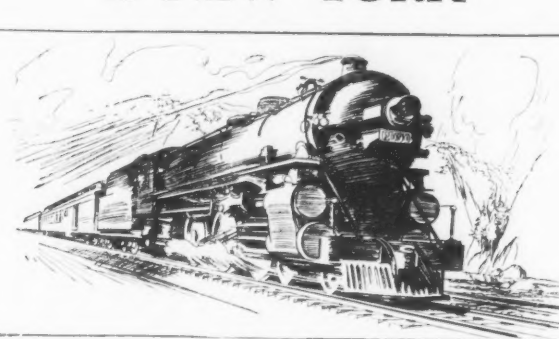
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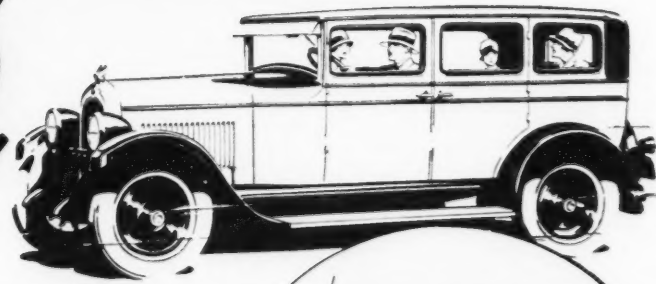
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FROM ROCK PAINTINGS TO JOHN SARGENT

"An Outline History of Art" by Joseph Pijoan, with a foreword by Robert B. Hauser. Museum, Toronto: 3 volumes, 1,650 pages; 2,550 illustrations of which 150 are full pages in color; \$36.50 the set.

ONLY the modesty of Professor Pijoan prevented his monumental work being entitled an encyclopaedia or, at least, history, of art; and insisted instead upon the misleading term outline, which has now taken on a connotation of superficiality. His modesty arose from the knowledge, gained in a lifetime of research, that all he could put on paper was an introduction to his subject—a subject whose vastness few others had been learned enough to realize. The chief value of his work lies in the comprehensive definition he gives the word art; and on the capacity of his look to broaden the reader's horizons in several directions I cannot do better than quote the brief foreword by Dr. Hauser, Director of the Art Museum, Chicago:

In my youth I was taught, with grave finality, these irrefutable facts: the greatest painting in the world was the Sistine Madonna, the greatest piece of sculpture, the Medici Venus. Art, indeed, was dogmatically confined to painting and sculpture, and painting meant the painting of the Italian Renaissance, and sculpture meant Greek work of the Periclean Age or Roman copies of Greek work. There was no conception, among laymen at least, of the relative importance of Chinese and Egyptian sculpture, of Persian miniatures, of primitive and savage art. Even to-day the art content of—let us say—Mayan sculpture, of Sung painting, of the bronzes of Benin and the masks and carvings of the South Seas is unrealized and unsuspected by the average man of fair education and intelligence. He believes these artifacts to be primarily of interest to the ethnologist and historian. They seem to him to be a matter for the museum of science. For these general misconceptions the popular histories of the fine arts with their professorial and archaeological trends are, in large degree, responsible.

When the three volume work, "Historia Del Arte," by Professor Pijoan appeared, it was, although printed in Spanish, most cordially received both in Europe and in America. Students of art had long been waiting for a work both authoritative and catholic in which the subject matter would be given without bias and without verbosity. A general history of art had at last been published which recognized that the field of art was not limited merely to a record of accepted masterpieces of painting and architecture and sculpture, but which gave due place to the so-called minor arts of the great periods and which recognized that art was common to all peoples and to all times.

The translation of Professor Pijoan's monumental work into English will be of great significance to thousands of students of art to whom it is for the first time available.

In so far as I have any right to an opinion, this is a conservative statement of the case. Here are the totem-poles of the Indian, the carvings in bone of the Eskimo, the palatial tombs of the Nile, rare fabrics of the Orient, stone carvings dating from the early days of Europe, metal-work, head-work, drawing and painting of every description, the architecture of Thebes and Babylon, and the decorations on Etruscan war-chariots—in short, all and every species of art expression from the time when the last glacial period (at least twelve thousand years ago) drove men to evict the cave-bears, and to amuse themselves drawing, and painting, and chiselling upon the walls of their subterranean homes.

Were the book still issued only in Spanish, it would still be a liberal education to one ignorant of that language; for about three-quarters of the space is taken up by pictures, and the movies have taught us how universal that language is. The page that is not entirely covered by a large picture will have from one to three smaller pictures on it; and these are very finely reproduced on coated stock, which is what makes the work so expensive. Color has been lavishly but wisely used, and many of the plates—particularly those of medieval paintings—are warmly rich in pigment. Here one may turn from modern Peruvian pottery to Mexican feather-mosaics, and on to Egyptian portraits of Romans of the different periods, and then to the latest examples of art work of all kinds representing contemporary Europe and America. The feast is unending.

This set is a valuable acquisition for any private library; but it is almost imperative that it be placed in all college and reference libraries; and no doubt it will be made available to all art students, as well as to students in the better equipped high schools.

LIFE IN NEW ZEALAND

"Solemn Boy" by Hector Bolitho; Chatto & Windus, 99 St. Martin's Lane, London, W.C. 2. England; \$2.

IT IS safe to say that the average Canadian knows less about our sister Dominion than about any other portion of the globe supporting civilized inhabitants—by no means excluding the Orient. Therefore I have taken a special pleasure in passing on information about books dealing with life in Australia and South Africa; and it was an Occasion when I received "Solemn Boy" by Hector Bolitho, the first book about New



EDITH SITWELL

English poet, rehearsing for the reading of her work through the megaphone. Her book, "Poetry and Criticism," is issued by Holt, New York, at \$1.50.

Zealand by a native-born New Zealander ever to fall into my hands.

As a novel it is distinctly well written, though the story is sketchy to the point of thinness, being a straight-away narrative of the Boy from his birth to the death of his wife in his late twenties. Of plot complications in the ordinary sense, there are none. Neither is the Boy particularly interesting in himself: he is just a nice young chap of an imaginative turn of mind, who comes to authorship through the usual modern channel of journalism. But what a background! I am tempted to think that Mr. Bolitho knew very well that his background was his real story, not only because he took such pains with it, but also because the whole book is planned and phrased to convey the maximum of information about the country; and this is quite possibly the reason for the book's instant popularity in England, where it ran into a second edition within two months of original publication.

Thus Timothy was born in the small village of Opoitiki, which gives the author a chance to sketch in a few details of the early settlement of the Islands, and to present a full description of rural life. Apart from mention of guavas, and a few other plants unknown in Canada, the whole boyhood might have been spent in rural Ontario. The boys play being Maoris instead of Indians, but their relations with their parents and each other were exactly what Mr. Bolitho would find in the same stratum of society here, even to the school closing exercises.

Having determined to be a professional writer, Timothy leaves home at 17 for the city of Auckland, and enters a newspaper office (which has all the characteristics of a newspaper office anywhere). But as he fills in his spare time roaming the hillsides, and swimming the ocean with his friend John, who is a law student, the reader commences to visualize another section; and this city of the size of Ottawa takes on atmosphere. During a holiday, there is a two-weeks' excursion into the interior of the Island to climb the three snow-capped mountains that pierce the

clouds to a height of 11,000 feet above sea-level. On the slopes are glaciers, but the peaks are crowned with craters, in which are hot lakes of sulphur.

At 20, to promote his fortunes and broaden his experience, Timothy leaves for Australia; and the sensitiveness of New Zealanders in being thoughtlessly lumped with Australians is seen in the author's emphasis on the length of the boat journey between these countries, which takes a week. Arrived there, we have the same impressionistic account of Sydney, which gradually fades as Grace is introduced. She is an actress, whom Timothy marries. Their brief love-story is adequately enough done, but is not remarkable. One has the impression at the end that Timothy has only started to live; that we have only been given an outline of his education; but we are grateful to him for taking us about so much, and making us realize not so much our difference from, as our likeness to, our far-distant cousins. If Timothy is to be identified with the author, we hope that now he is living in London he will not turn his back on his native land, but will write other stories about it.

THE PEACOCK'S STRUT

"Poetry and Criticism" by Edith Sitwell; Henry Holt and Company, 1 Park Avenue Building, New York; 37 pages; \$1.50.

NO MORE gorgeous little book have I seen than this essay by Miss Sitwell, with its wrapper of intermixed peacock-blue, peacock green and peacock-gold: it is a rather dazzling sight. Nor is the condemnation of Thomas Peacock, an English critic of a century ago, the only other peacockish thing about it. As a thoroughly outraged artist, the lady makes shrill noises of derision at the critics who, as a tribe, annoy her; and, in a few dainty turns up and down the lawn, flashes the refulgent glories of poetry upon our vision—a brave and a pretty gesture.

Her argument amounts to this: the reviewers for "Blackwood" and the "Quarterly" and the "Edinburgh" a century ago used abusive language about Keats and Shelley and Wordsworth, of which specimens are set down for our mockery; and the critics of today, of whom Mr. Lynd and Mr. J. C. Squire are named specifically, are, as mistakenly, berating modern poets in language which is more vulgar and harsh than that employed by Lockhart and Peacock and their contemporaries. The conclusion to which her remarks point in that contemporary poets should be honored more, and criticism made a capital offence.

All this is very interesting. It would have been more convincing if Miss Sitwell had been a little less biased. She carefully, and I fear wilfully, refrains from citing the laudatory remarks of the critics of circa 1820, which represented, doubtless, minority opinion, but which were, nevertheless, published with fine courage. She neglects, to go no further, to state Coleridge's championship of Wordsworth; and Coleridge holds a higher place as critic than Mr. Peacock. By critics, Miss Sitwell evidently means book-reviewers, and while some of these with keen perception praised Shelley and Keats et al. I am quite ready to agree with her—have, in fact, anticipated her in the public assertion—that the bulk of book-reviewing is worthless as permanent criticism. In so far as the reviewer can make his articles so, they should be solidly critical; and sometimes they achieve insight that is of more than ephemeral value. But if a reviewer was looking to posterity to acclaim him, his chances of reward would be infinitesimal. For the reviewer is not laboring, primarily, to perform a judicial act of appraisal that shall satisfy creative artists through succeeding generations till the day of doom, but rather, as a typical reader, to inform the subscribers who employ him whether they would care to buy the book under review. Mr. Peacock and his rival reviewers were, in the main, utterly wrong about Shelley and Keats (though by no means equally wrong about Wordsworth); but it has taken the educated public a century to grow into the appreciation of these poets. The "average reader" of today would still think them silly if he read them, which he does not; and Mr. Lockhart was exercising a wise editorial discretion in warning his public away from Keats; they would not have understood nor liked him. The educative and interpretative factor in reviewing has never been developed as it might



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RUFUS KING
Author of "Whelp of the Winds"
(Doran, Toronto).

and should be, but cannot be until reviewers work under more favorable conditions. The adequate reviewing of some books would take a month's honest labor, which is obviously impossible.

Were this book merely another incident in the age-old feud between author and critic, it would not be worth our time; for, in the long run, it makes no difference whether Messrs. Lynd and Squire have been persecuting Messrs. Osbert and Sachseverell Sitwell or not; if they are great poets, the world has need of them, and will discover them. Come we now to the author's assumption that modern poets of the calibre of Keats and Shelley are being overlooked, or, at least, I have no doubt of it; but whether they are Miss Gertrude Stein and others quoted here I do most honestly doubt. However, Miss Sitwell brings me enlightenment on difficult points of modernist verse. I am happy to say that our respective published theories about free verse agree surprisingly; but I have been rather balked of late through sheer inability to understand the principles behind the latest development of verse, as we find it, for instance, in E. E. Cummings. Miss Sitwell explains. She takes the poem:

ACCADE

Jane, Jane,
Tall as a crane,
The morning light creeps down again
Comb your cockscorn-ragged hair,
Jane, Jane, come down the stair.
Each dull, blunt wooden staircase
Of rain creeps, hardened by the light,
Sounding like an overtone
From some lonely world unknown.
But the creaking empty light
Will never harden into sight,
Will never penetrate your brain
With overtones like the blunt rain.
The light would show, if it could
harden,
Eternities of kitchen garden,
Cockscorn flowers that none will pluck,
And wooden flowers that 'gin to cluck.
In the kitchen you must light
Flames as staring red and white
As carrots or as turnips—shining
Where the cold dawn light lies whining.
Cockscorn hair on the cold wind
Hangs limp, turns the milk's weak
mind.

Jane, Jane,
Tall as a crane,
The morning light creeps down again.

Miss Sitwell now comments on each phrase. The last couplet, about "the milk's weak mind" turns out to be a joke (intended as such by the poet). Under her guidance the words take on meaning. The general introduction is as follows:

The poem is about a country servant, a girl on a farm, plain and neglected and unhappy, and with a sad bucolic stupidity, coming down in the dawn to light the fire, and, to her poor mind the light is an empty thing which conveys nothing. It cannot bring sight to her—she is not capable of seeing anything; it can never bring overtones to her mind, because she is not capable of hearing them. p. 25.

The full explanation is highly illuminating, but one may still be Philistine enough to prefer the Keat's "To Autumn". At least that has been my enlightened experience. On page 30 is found the defence of Gertrude Stein, "a prose-writer not a poet". Miss Stein's work is alleged by Miss

Sitwell to have no intelligible meaning (this I confirm). It attempts, she says, to create a sort of spoken music out of vowels and consonants, irrespective of the words' dictionary meanings. She is making designs of sounds, devoid of sense, as—the figure is Miss Sitwell's—one would use colors and lines to design a wall-paper without intending to draw pictures of objects, like a painter painting a cow in a pasture. Well, if so, that art belongs to music, and not to literature, which is concerned with the meanings as well as the sounds of words. Besides, William Morris did this designing in words business very well indeed without descending into jibberish, as will be seen in his poem, "Two Red Roses Across the Moon". "Golden Wings" and "The Eve of Crecy".

Moreover, Miss Sitwell overlooks the difficulty created by Miss Stein calling some of her pieces poems, as do her professed admirers. Finally, much as I have enjoyed the essay as a whole, I admire still more the dexterity by which its author extracts \$1.50 for a copy of this one short story. Is it possible that there are enough living poets disgruntled with critics to exhaust an edition?

William Arthur Dean

Literary Notes

THOMAS ALLEN, the publisher, has moved to 266 King Street, West, Toronto.

JAMES OLIVER CURWOOD died at his home at Owosso, Michigan, Saturday evening, August 13th, of streptococcus infection after a week's illness. He was 49 years old, and had published 24 novels. He had spent 7 years in newspaper work before he turned author. His first book, "The Courage of Captain Plum", was written in 1908. Though enormously popular as a novelist, he wrote no outstanding book that always comes to mind when his name is mentioned. Among his productions are: "God's Country and the Woman", "The Valley of Silent Men", "Nomads of the North" and "Tazan".

PHILIP GUEDALLA is written up in a recent issue of the London "Sketch" by Beverley Nichols, who says: "It seems a little ridiculous that the only Englishman who is writing real history—the only Englishman who is breathing life into the lay figures who have lain so heavily upon our childish imaginations—should still be comparatively ignored by that curious consensus of prejudice and ignorance which is labelled 'University opinion'. At Oxford Guedalla is not mal vu. He is—from the High Table—hardly vu at all. Of course, there are exceptions: that keen spirit, the late Master of Balliol, was one of the first to recognize his genius—but it must be a little tiresome for any historian to have to wait for a Master of Balliol to prove his particular rule. Cambridge, oddly enough, is kinder."

Books Received

Hasty comment, pertinent and impertinent.

Hereafter the name of the manufacturing publisher will be specified as well as of the Canadian importing publisher. Thus a Jonathan Cape book, handled in Canada by Thomas Nelson and Sons, will be credited to Cape-Nelson; and an A. and C. Boni book coming through Irwin and Gordon will appear as A. and C. Boni-Irwin, to distinguish it from a Boni and Liveright book sold by McLean and Smithers. In this way the place of origin is shown as well as Canadian trade sources. Books originating from Dent's of London, or Doran of New York, and sold here by Irwin or branches of the same name, will be listed as Dent, Doran, etc., as formerly.

The History of Victoria College by Nathaniel Burwash (Victoria College Press-Ryerson, Toronto, \$5). The late Chancellor Burwash, after his retirement from the Presidency of Victoria, and prior to his death in 1913, compiled a most interesting history of the institution with which he had been connected for sixty years. The coming centenary celebration of the University of Toronto offers an appropriate occasion for the issue of the book, as Dr. Burwash was one of the leading figures who arranged the Federation that has worked so well. The book has been well edited and is handsomely bound.

Respectability by Bohun Lynch (Cape-Nelson, Toronto, \$2). This English novel of two generations is based on the theory that respectability is impossible without hypocrisy, and is therefore undesirable. Conventionally ironic, elastic, and clever.

Meanwhile by H. G. Wells (Doran, Toronto, \$2.50). Again we meet the lighter Wells, spinning a pleasant yarn about nothing much as he recuperates from writing "The World of William Clissold." "Meanwhile" starts with a lot of people dallying at an Italian house-party.

Oil by Upton Sinclair (A. & C. Boni-Irwin, Toronto, \$2.50). Teapot Dome stuff. The title is almost self-explanatory, because Upton Sinclair is an older hand at showing up things than Sinclair Lewis. What's in this name Sinclair, anyway? As usual, Mr. Sinclair builds on a foundation that has some truth in it, and as usual there is not enough truth to warrant his startling conclusions. One time he finds the United States all owned by the railroads, the next by the newspapers, then by the banks—now it's oil. But there's this much about it: his novels are swift and readable. There is life in them, even if it is sometimes the life of his imagination and not the exact history he professes to write. Sometimes some of us like a book that has a good story, even when it isn't so horribly exact about the facts. I always take Mr. Sinclair's facts with a pinch of salt, but I have always found him capable of telling a



WOODCUT BY ALLEN LEWIS
The Columbia University Press announces publication of a volume of Walt Whitman's prose fiction, now first collected from the back files of periodicals, at prices ranging from \$4.50 to \$25. Title page, full page illustrations, initial letters, tail pieces and cover design all cut on wood by Allen Lewis.

good story. This one is particularly good, as a story.

Sun and Moon by Vincent H. Gowan (Little, Brown-Gundy, Toronto, \$2). A former American missionary in China has written a remarkable novel about a wealthy Englishman in Peking, who, on the death of his wife, "went Chinese," and tried to make his two English children Chinese also by education and environment. The climax of the story is the lengthy description of the marriage of his daughter Nancy to a young Chinaman. Well written, and reveals thorough knowledge of Chinese customs.

Constantinople by Pierre Loti (Werner Laurie-Irwin, Toronto, \$3). Uniform with the others of the set, this is the 13th Loti book in English translation. This, it will be remembered, tells of his love affair with the Turkish girl, Aziyade.

Selections from Browning by George Herbert Clarke (Houghton, Mifflin, Allen, Toronto, about \$1.50). Well selected and edited group of Browning's poems, done by the Professor of English at Queen's University, and suitable for high-school or university study, or general reading.

Alma by Margaret Fuller (Morrow-Irwin, Toronto, \$2). This is a very simple, direct story, bare of ornament—a comprehensive study of a woman, a selfless woman, a poor ignorant woman who lived always for others and found happiness. It is an interesting and powerful book in the degree that "My Antonia" was, but not the same kind.

The Deep End by Patrick Miller (Cape-Nelson, Toronto, \$2). A psychological novel around an unusual love affair. An English story in the newer manner. Typically Cape.

Light More Light by James Francis Cooke (Dorrance & Co., Philadelphia, Pa., \$1.50). Contribution to the "success" literature from the Coué angle. Be confident, cheerful, retain your grip by will-power on the thing you want, and it will be handed to you on a silver platter—that sort of thing. Inspiring quotations from Confucius and Henry Wadsworth Longfellow interspersed freely. A cheap cocktail for the dejected salesman.

The Real "Lady of the Camellias" and Other Women of Paris by Charles A. Dolph (Werner Laurie-Irwin, Toronto, illustrated, \$3). The title piece, and chief item, of this book is the true and lurid history of Alphonsine Pleissis (1824-1847), who served as model for the best known work of the younger Dumas. It was also his first novel, and Mr. Dolph says that it is very doubtful whether the young man wrote it himself. The book also deals interestingly with Laura Bell, the Irish beauty of 1850, and other lovely ladies who led eventful lives.

The Sixth Sense by Joseph Sindel (Werner Laurie-Irwin, Toronto, \$1.75). "A physical explanation of clairvoyance, telepathy, hypnosis, dreams, and other phenomena usually considered occult. Forty years of study, observation and experiment." The author refuses to label these things "abnormal," and insists that (a) they have merely not been understood, and (b) that he can supply the rational and true explanations.

Can You Answer This One? (Werner Laurie-Irwin, Toronto, 30c). The English version of the question game.

Murder in the Maze by J. J. Conington (Little, Brown-Gundy, Toronto, \$2). Slap-up murder mystery story. Begins promisingly with a double murder in a maze. The maze was a large-scale puzzle made of walks bordered with hedges. Howard and Vera, separated in the maze, each come on a freshly murdered body. Then they were amazed for sure. Though on somewhat conventional lines, the story is very complete, and includes what proves the most interesting chapter—a long lecture at the end by Sir Clinton, the detective, explaining the reasoning by which he discovered the murderer. A good crime story.

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ARTHUR STRINGER
Who has been made second vice-president of the Canadian Club of New York City. He is a novelist, and was a Canadian by birth.



IT'S ever so much nicer going to Europe in August, and even September, than in June. The weather is warmer and the old ocean is usually quieter, making the sail much pleasanter than the crowded, hurried July trips. Cook's have planned several departures in August and September, thus going and returning after the main rush of travel has subsided. The chief resorts in Europe are visited when less crowded, and one gets better service and attention all around. Full particulars of these moderate-priced Summer tours will be mailed to you on request.

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"The Maple Leaf", Canadian National's new train, is a boon to business men—providing a comfortable and rapid night's journey from Toronto to Chicago.
The latest sleeping car equipment makes the trip almost as restful as home.
"The Maple Leaf" leaves Toronto every evening at 8:55 P.M., arriving in Chicago the next morning at 10:15 A.M.
Tickets and full information regarding this train may be obtained from any Agent, Canadian National Railways.

LANDLOCKED BASS ARE HUNGRY AS WOLVES
Good sport at French River where trapped fish develop wildest tendencies.

Back of French River are a number of extremely fruitful lakes which in the open season appear to have no outlet to other lakes or to the river. They are, however, on the fish highways and in the spring are connected up through little creeks. There is always a very sudden drop in all the French River and adjacent waters, when the gates of Chaudiere Falls are closed to maintain the desired level of water in Lake Nipissing. This drop imprisons great schools of bass and pickerel in certain lakes.
Having been landlocked, these adult fish are confronted with conditions bordering on famine and are ravenous for any sort of bait. The river is full of them, too.
Just a few hours from Toronto, with a comfortable bungalow camp as headquarters, a paradise for the fisherman and seeker after rest and recreation in the great outdoors. Ask any Canadian Pacific Agent for particulars, or write W. Fulton, District Passenger Agent at Toronto.



Non-Stop Trains

DIGNIFIED and important railway stations in Great Britain received a severe shock recently. Carlisle and York had the unwanted experience of seeing Scotch Expresses glide majestically through them instead of halting to make the customary visit. So strange was the event that crowds gathered on the platforms to enjoy the new sensation of watching the trains go through without pause. The glories of the past are this summer returning to British railways and we

just as strong as ever, he can jump or step just three times as far as he could before. Or as Mr. Hoppin puts it:

"On a fine summer day when a little breeze moving not faster than fifteen miles an hour, is blowing across the country the balloon jumper settles himself in his harness and attaches it firmly to the balloon. He stands with his feet spread slightly apart like a frog, the balloon floating above him. A little gust comes along. He bends his knees and springs easily up into the air. The balloon bears



H.R.H. the Prince of Wales, H.R.H. Prince George, and Vice-President Dawes boarding the Canada Steamship Lines steamer "Cayuga" at Queenston, Ont., sailing for Toronto, Sunday, Aug. 7th. The Prince of Wales can be seen, centre, with Vice-President Dawes to his right.—(Adv.)

are having a whole series of spectacular non-stop runs. These new developments are partly the result of competition between the great railway groups and partly the result of competition with the roads, and there seems little doubt but that the new policy is wise. It serves to remind the British public of what the railways can do, and it is already quite evident that the long unbroken run from London to Newcastle by the East Coast route, and from Euston to Glasgow with but one stop at Carnforth, exercises a special attraction. Carnforth was selected as the stop for the Euston to Glasgow run because it lies at the beginning of the long rise which ultimately ends at Shap summit, and the four hundred ton train starts out on the hardest portion of the journey with a fresh locomotive ready to tackle both Shap and Beattoch. The stop at Newcastle is compulsory because Newcastle is a terminus and trains proceeding north have to reverse out of the station. There is not exactly a race to Scotland but there is keen competition as to comfort, average speed and punctuality. The contrast between the small engines and light coaches which composed the trains that took part in the great race to Aberdeen and of the trains which make up the non-stop expresses is a striking illustration of British transport development.

Via Balloon

HOW to walk on the clouds,—almost,—and quite literally, upon the tops of trees, how to stride airily across lakes and rivers, how to jump straight over houses, how to solve the traffic problem by strolling over the top of the on-rushing automobile, all this is explained by Frederick S. Hoppin in an article on the new sport of balloon-jumping which appears in the July number of "The Forum" magazine.

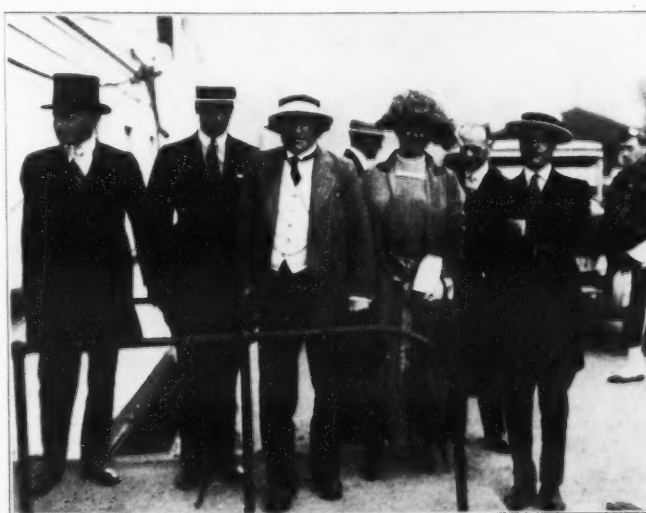
All you have to do is to tie on a balloon exerting a lift of just a trifle less than your weight. If you get a lift greater than your weight, of course, you are whisked off into the clouds. But if a man weighing a hundred and fifty pounds gets on a balloon lifting an even hundred, then he has suddenly reduced his weight to a mere fifty pounds. But as his legs are

him up gracefully a hundred feet or so above the ground and together they drift across the landscape over fields, fences, and ditches, till they come down again a hundred yards or so from where they left the earth. In front of him stands a tree. He walks forward a few steps while the balloon regains its balance and begins to rise again. Then, as it tugs for freedom, he steps leisurely up into the air towards the tree. He reaches the upper branches and, resting his foot lightly on the most extended one, steps slowly and dignifiedly toward the top, and there pushes carelessly off into space and floats gracefully down to the ground.

"A few steps down the field a barn looms ahead. This time the jumper takes off a little farther away and, with a strong spring, upborne by the wind, he and the balloon rise majestically to the rooftop and there, for a moment, he poises on one foot. The lightest of shoves and he floats off and upwards to sail serenely a hundred feet or so before alighting again upon the turf.

"Glittering in the distance straight ahead, lies a pond a couple of hundred yards wide. The jumper takes this just as carelessly as the rest. Rising into the air before he reaches the pond, he drifts halfway across and then floats down lightly as a sea gull.

"Floating in the basket of a balloon is the most perfect of all the methods of transportation yet devised by man. In absolute peace, breathing the exhilarating air of the mountain tops a mile or so above the earth, looking off over miles of billowy clouds all gold and white in the sunshine and opening here and there to show glints of the forests and lakes, the rivers and plains of the world far below, moving gently with the wind, the perfect silence unbroken save for the faint bark of a dog or the crow of a cock thrown up by the great sounding board of the earth far away, you drift across the sky, like the gods, without any control over your direction or destination, entirely in the hands of fate. The adept says that by resigning himself completely to the will of heaven, man can attain perfect peace. The balloon is the complete and delightful physical realization of that philosophical attitude."



The Royal Party Boarding the Canada Steamship Lines steamer "Cayuga" at Queenston, Ont., Sunday, Aug. 7th, sailing for Toronto. Reading from left to right: Vice-President Dawes, H.R.H. Prince George, Hon. Stanley Baldwin, Mrs. Baldwin, and H.R.H. the Prince of Wales.—(Adv.)

Fifth Annual Statement

Toronto Transportation Commission

December 31st, 1926

Public Utilities Building, 35 Yonge Street.

Toronto 2, August 9th, 1927.

ANNUAL STATEMENT — 1926

Thomas Foster, Esq., Mayor, and Members of the Council of the Corporation of the City of Toronto.
Gentlemen:

Your Commissioners submit herewith the Fifth Annual Statement of the Toronto Transportation Commission for the year 1926.

The result of the year's operation, after providing for all maintenance and operating expenses, interest, sinking fund, and reserves, was a net income to be carried to surplus of \$76,951.23, which is slightly over one-half of one per cent. of the gross revenue. The gross revenue was \$12,050,304.23; operating expenses were \$7,508,915.80 and fixed charges and reserves amounted to \$4,464,437.20.

It is encouraging after the experience of a continuous decrease in passenger revenue for about two and one-half years to report that there was an improvement in the year 1926. While it is hoped that this improvement will continue, the increase is not great, and does not warrant the expectation of any large program of extensions in the near future.

One of the most difficult conditions your Commission has to meet is the constant demand for extensions of its rail lines and bus services into localities from which practically no additional revenue can be derived. While your Commission recognizes its obligations as a publicly owned utility to provide city-wide service, yet it must have regard for fundamental economic considerations if the present rates of fare are to be maintained. The revenue from the universal fare system has varied only slightly from year to year. The problem of administering the system would be greatly simplified if there were a moderate and consistent yearly increase in revenue.

As is indicated by the audited reports, the transportation system is in a sound financial condition, and it is confidently believed that with increasing traffic this position will steadily be strengthened and improved. The city system and motor coach operations of the Commission have not involved the expenditure of one dollar of the taxes.

Attached hereto is the report of the General Manager, prepared in collaboration with and approved by your Commissioners, which discusses in detail the various phases of the Commission's activities.

Respectfully submitted,

P. W. ELLIS, Chairman.
GEO. WRIGHT, Commissioner.
E. J. LENNOX, Commissioner.

35 Yonge St., Toronto 2, August 9th, 1927.

P. W. Ellis, Esq., Chairman,
George Wright, Esq., Commissioner,
E. J. Lennox, Esq., Commissioner,
The Toronto Transportation Commission.

FIFTH ANNUAL STATEMENT — 1926

Gentlemen:

I beg to submit herewith a review of the operations of the Commission for the year 1926, together with the Balance Sheet, Revenue Account and other comparative financial and statistical statements.

The accounts presented have been audited by Mr. Sholto C. Scott, City Auditor, and his certificate is attached hereto.

The financial results of the year's operations are as follows:

Gross Income	\$12,050,304.23
Total expenditure for Operation and Maintenance	7,508,915.80
Net income available for Fixed Charges	\$ 4,541,388.43
Fixed Charges and Reserve	4,464,437.20
Net Income carried to Surplus	\$ 76,951.23

BALANCE SHEET:

The investment in Capital Account, as of December 31st, 1926, was \$45,350,484.26.

Capital expenditure in Road and Equipment totals \$39,374,813.22 as of December 31st, 1926. The net additions to the property accounts during the year were slightly over \$600,000.00, all of which were financed by the Commission without increasing the debenture debt and without disturbing the invested capital funds held in trust for the Commission by the City Treasurer.

The amount carried on our books classified as "Franchise and Other Intangible Assets" now stands at \$4,375,449.31 as of December 31st, 1926. This item has been referred to at length in reports of previous years. The amount represents payments the City has been forced to make for the property of the Toronto Railway Company in excess of any reasonable valuation and for franchises and rights of certain rail railways which previously operated within the City limits. In line with the policy adopted by the Commission in 1925, this large item is being amortized as rapidly as conditions will permit.

The Commission in 1925 applied \$941,941.50 of the accumulated reserves toward the reduction of the intangible assets. In view of the small additions to the capital accounts and the fact that no large replacements will be necessary in the near future, it was possible to make a further reduction of these assets and an additional amount of \$834,844.01 was therefore applied to this purpose in 1926. During the last two years the intangible assets have been reduced by \$1,776,785.51.

The Reserve for Replacements, as of December 31st, 1926, amounts to \$2,811,412.22. This represents the minimum that can be justified. In view of the large amount of depreciable assets included in the Road and Equipment accounts, the reserve may appear inadequate. It should be pointed out, however, that a very large part of the physical plant is almost new and that the standard of maintenance in connection with all property of the Commission is high. It appears as though no extensive replacements will be necessary for a period of some years. It is felt, therefore, that a large Replacement Reserve is not required at the present time and that a portion of the accumulations may justifiably be applied to improvement of the general financial structure.

The Commission, by this action, is not overlooking the importance and necessity of the Reserve for Replacements. Although deferred, replacements of the physical property are inevitable, and in the revenue accounts for 1926 there has been appropriated from net income the sum of \$998,911.00 for the purposes of this Reserve.

The Net Funded Debt less funds transferred to the City Treasurer for redemption of debentures is \$39,640,679.47 as of December 31st, 1926, a reduction of over \$1,000,000.00 from the position at the close of the year 1925.

REVENUE ACCOUNT:

The gross income of the Commission for the year 1926 was \$12,050,304.23, an average of more than one million dollars a month, and the largest in the history of the system. Examination of the Revenue Account shows, however, that this record was attained primarily by the large increase in the revenue from motor coach transportation, which in 1926 exceeded \$300,000.00, and that the revenue from the railway and bus transportation, while exceeding that of 1925, was still some \$250,000.00 below the revenue obtained from street cars and buses in the year 1923.

The increase in the railway and bus passenger revenue compared with the year 1925 was \$204,796.69, a gain of slightly more than one per cent. While this increase is small, it is a very encouraging condition in comparison to the losses experienced in the years 1924 and 1925.

In Table III, accompanying this report there is set out the number of revenue passengers carried on the street railway and buses of the Commission for each year since 1921, exclusive of the passengers carried in

motor coaches. The gain in revenue passengers in 1926 compared with the previous year was 2,714,151, but the total number carried for 1926 was still more than five and one-half million passengers below the record established in 1923.

The improvement in 1926 has continued throughout the early months of 1927. It is quite evident that there has been an improvement in general business conditions in the Toronto district resulting in increased employment, and that the transportation system has benefited therefrom. The fact that there has been an increase in the number of passengers carried, notwithstanding a very large increase in the number of private motor cars registered in Toronto, is also an encouraging indication.

The operation of motor coaches which was commenced in May, 1925, has been greatly extended during the past year. A total of \$132,008.03 was obtained from this source in 1925. In 1926 the gross income was \$300,811.21. There has been a surplus each year from the operation of motor coaches.

The various classes of service which were operated in 1925 were continued in 1926, including sightseeing trips, the chartering of motor coaches to private parties, coach transportation to the race tracks and to the Canadian National Exhibition, transportation of school children, and a regular scheduled service to the "Hill" district. In addition, there was inaugurated in July a regular service between Toronto and Niagara Falls. All of these services, which are operated as a separate undertaking and distinct from the street railway and bus transportation, have proved to be very popular, although the rates charged are in all cases necessarily in excess of the rates charged on the street railway. As many as 49 coaches have been chartered in a single rental contract.

The Expenses of Operation of the Commission for the year 1926, including the Cost of Electric Current, Maintenance, Repairs, Administration and Taxes, but exclusive of the operation of Motor Coaches, amounted to \$7,297,367.54. This total compares with \$7,292,298.93 in 1925.

A comparative statement of the Revenue Account is shown on Table I, attached hereto. It is of interest to analyze the expenditures of operation in view of the increase in gross income from railway and bus transportation of \$204,796.69. The detail figures in Table I show that the Cost of Electric Current, including operation and maintenance of substations, increased \$64,638.85, and other expenses decreased \$59,570.24.

The Transportation Commission purchases all the power for operation of the Railway from the Toronto Hydro-Electric System, who in turn purchase from the Hydro-Electric Power Commission of Ontario. The power supply has been very reliable. There were only a few momentary interruptions during the past year. In 1921, the first year of operation of the Transportation Commission, the Toronto Hydro-Electric System paid for power delivered at the Terminal Station \$18.54 per H.P. In 1926 the price paid was \$26.05 per H.P. The average cost of power converted and delivered as direct current was 1.40 cents per kilowatt hour in 1926. The aggregate amount paid for purchased power was \$1,077,277.80.

Examination of the comparative statements of Table I, indicates the importance and need for economies. The annual charges for interest and sinking fund on the debenture debt increased in 1926 approximately \$125,000.00 over the requirements of the year 1925. In addition, it was necessary to appropriate a larger amount for the Replacement Reserve.

The large annual increases in the debt charges, which have been referred to in previous reports, will not continue beyond 1926 unless the Commission is obliged to increase the debenture debt. A policy to which the Commission has consistently adhered since the commencement of operation is that extensions or additions to the system should not be made unless they will earn sufficient additional revenue within a reasonable period to meet all the expenses of operation and fixed charges on the new capital. If extensions are made without regard to economic considerations, the fare, which is now almost the lowest on the continent for cities of comparable size, will inevitably have to be increased.

The expenses of operation of motor coaches totalled \$211,548.26, resulting in a net income of \$89,262.95, which was more than sufficient to meet all fixed charges on the capital invested, including an adequate allowance for depreciation.

The mileage operated by street cars and buses, but not including motor coaches, aggregated 25,533,893 miles in 1926, an increase over the mileage in 1925 of 286,835.

SURPLUS ACCOUNT:

The net income carried to surplus for the year 1926 was \$76,951.23. The accumulated surplus as of December 31st, 1926, amounted to \$248,371.84.

The largest adjustment in the surplus account during the year was the transfer of \$193,638.21 to the Reserve for Replacements. If sound business principles are to be followed, it is imperative to create proper reserves and to amortize the relatively large amount of intangible assets before accumulating any substantial surplus.

ANALYSIS OF FARE:

During the year 1926 the average fare collected on the Toronto transportation system was 6.16 cents. In the United States the average fare at the close of 1926 in all cities (except New York) of 50,000 population or larger, was 7.42 cents.

There are 24 cities in the United States and Canada (served by one street railway system) which have a population of 250,000 or more. Only one city has a fare lower than Toronto and in this city the difference is less than a quarter of one cent.

The following table gives a distribution of the average fare:

	Cents per Passenger	Per cent of Cost
Maintenance of Trackwork, overhead and structures ..	3.66	5.92
Maintenance of Equipment ..	.506	8.21
Power ..	.653	10.58
Operation of Cars and Buses ..	2.139	34.72
Tickets and Transfers ..	.040	.65
Insurance ..	.030	.48
Taxes, Legal and Miscellaneous Expenses ..	.091	1.50
General Offices, Accounting, etc. ..	.137	2.23
Interest on and Redemption of Capital and Replacements ..	2.200	35.70
Totals ..	6.162	100.00

Revenue from sundry other sources at 0.217 cents per passenger, provides the additional amount required to make up the full allowance necessary for Replacements and other operating reserves.

TRACKWORK:

The totals for the year, expressed in miles of single track, are as follows:

Track owned as of December 31st, 1925 ..	227.404 miles
Extensions built in 1926 ..	1.561 miles
Track removed in 1926 ..	0.173 miles

Net addition to trackage in 1926 .. 1.388 "

Track owned as of December 31st, 1926 ..	228.792 "
Track operated in Township of York ..	13.698 "
Track operated in Town of Weston ..	1.760 "

Total track operated as of December 31st, 1926 ..	244.250 "
City Coach and Bus Routes, return trip mileage as of December 31st, 1926 ..	24.770 "

Total mileage as of December 31st, 1926 .. 269.020 "

Two small extensions were constructed during the year. In connection with the harbor developments, new Island Ferry Docks were built by the Harbor Commission on Queen's Quay at the foot of York Street. To provide a more convenient service for passengers using the Island ferries and lake steamers a temporary extension and loop were constructed from Front Street to these docks.

Also, in connection with the development of the important industrial area created by the Toronto Harbor Commissioners, the Commission extended the tracks on Spadina Avenue southerly to Fleet Street, across the new bridge constructed over the steam railroad tracks and terminal yards.

Renewals of tangent track were negligible during the year, and only four important intersections were renewed.

BUILDINGS:

No new large buildings were constructed during the year. The most important work carried out was an alteration of the paint shop at the Hillcrest property so that a modern and economical system of spray painting could be installed.

During the year the last of the three storage batteries which the City was obliged to purchase from the Toronto Railway Company became useless and the Commission disposed of the equipment at scrap values.

ROLLING STOCK:

The Commission owns 972 passenger street cars, 82 electric service cars, 122 buses and coaches, and 29 motor trucks. All of this equipment is maintained in good operating condition and is used in regular service.

The reconstruction work on the cars originally acquired from the Toronto Railway Company was completed during the year. On December 31st, 1925, there were 98 pay-as-you-enter cars still remaining to be rebuilt. Of these 32 were converted into pay-as-you-leave cars, and 66 were converted for two-car train operation. Nine additional motor coach bodies were built at the Hillcrest Shops in 1926.

ROUTING:

The principal changes in routing during 1926 were as follows:

Ferry Route: Commenced operation on May 22nd from the Ferry Docks to the corner of Queen and Yonge Streets. After November 1st, this route operated only between the Ferry Docks and Front Street.

Oakwood Bus Route: Commenced operation on January 11th between Davenport Road and St. Clair Avenue on Oakwood Avenue.

Winchester Bus Route: Discontinued on March 31st.

Toronto Transportation Commission

Balance Sheet as at 31st December, 1926

ASSETS

FIXED ASSETS	
Road and Equipment—Land, Buildings, Electrical Distribution System, Trackwork, Rolling Stock, Motor Coaches, Motor Buses, Machinery, Tools and Construction Equipment ..	\$39,374,813.22
Franchise and other Intangible Assets, less amount written off ..	4,375,449.31
Debiture Discount and Expenses, less Amount pertaining to Debiture Redeemed ..	1,572,821.73
Mortgages ..	27,400.00
	\$45,350,484.26

CURRENT ASSETS:

Stores ..	\$ 616,431.39
Accounts Receivable, less Reserve for Estimated Losses ..	1,097,549.28
Advances to Agents and Conductors ..	177,550.00
Capital Funds in hands of City Treasurer ..	1,988,199.41
Cash on Hand and in Banks ..	156,556.47
	4,036,586.55

DEFERRED CHARGES:

Prepaid Insurance and other Expenses ..	\$ 60,186.14
Bay Street Temporary Bridge Trackwork ..	11,392.51
	71,578.65
	\$49,458,619.46

LIABILITIES

CAPITAL ACCOUNT:	
Corporation of the City of Toronto—	
Earnings (net of the Issues of Debentures) ..	\$41,509,973.07
Debiture Discount and Expenses ..	1,575,367.58
	43,085,340.65
LESS: Funds transferred to City Treasurer for Redemption of Debentures and Debentures Redeemed out of Surplus Sinking Funds ..	3,444,661.18
	\$39,640,679.47

CURRENT LIABILITIES:

Accounts Payable, Due and Accrued ..	\$79,573.32
Debiture and Other Interest ..	173,875.82
Redemption of Debentures Accrued but not yet due ..	473,231.04
	1,226,680.18

CAPITAL RESERVES:

For Replacements, less amount written off Intangible Assets ..	\$ 2,811,112.22
For Exchange on Redemption of Debentures ..	887,643.00
For Sinking Fund ..	1,107,887.37
By Debiture Redemptions ..	2,334,227.96
	7,141,170.55

OPERATING RESERVES:

For Workmen's Compensation and Public Liability ..	\$ 665,961.11
For Tickets in Hands of Public and not yet used ..	214,382.96
For Lost Articles ..	9,230.58
For Contingencies ..	312,149.74
	1,201,747.42

ACCUMULATED SURPLUS ..

	\$49,458,619.46
--	-----------------

Toronto Transportation Commission

Revenue Account for the Year Ended 31st December, 1926

Section I : Showing Net Income From Operations

EXPENDITURES

Cost of Electric Current, including Maintenance and Operation of Substations ..	\$ 1,173,581.08
Expenses of Operation, Maintenance, Repairs, Taxes and Administration, including Accrued Charges ..	6,123,786.46
Expenses of Operation—Motor Coaches ..	211,548.26
Income Available for Fixed Charges, carried to Section II ..	4,541,388.43
	\$12,050,304.23

INCOME

Earnings from Passengers ..	\$11,362,890.29
Earnings from the Passengers of Motor Coaches ..	300,811.21
Income from Sundry Other Sources ..	386,802.73
	\$12,050,304.23

Section II : Showing Disposition of Net Income

Interest ..	\$ 2,232,492.92
Reserves on Capital Account—	
For Redemption of Debiture Debt ..	\$ 1,029,550.68
For Replacements ..	998,911.00
	2,028,461.68
Reserves on Operating Account—	
For Workmen's Compensation and Public Liability ..	132,480.60
For Contingencies ..	60,000.00
	192,480.60
Net Income carried to Surplus ..	26,951.23
	\$1,541,388.43

Income Available for Fixed Charges .. \$ 4,541,388.43

Toronto Transportation Commission

Accumulated Surplus as at 31st December, 1926

Balance as at 31st December, 1925 ..	\$ 319,313.78
ADD:	
Sale of Sundry Items of Equipment and Property ..	\$ 15,639.91
Delayed Income and Miscellaneous Credits ..	63,163.31
	78,803.22
LESS:	
Surplus Applied to Reserves ..	\$193,638.21
Loss on Retired Equipment ..	2,572.15
Donation—Sir Adam Beck Memorial Fund ..	10,000.00
Delayed Income and Miscellaneous Debits ..	11,486.03
	217,696.39
ADD: Net Income from Operations for Year 1926 ..	\$ 76,951.23
	\$ 248,371.84

TOWNSHIP OF YORK AND TOWN OF WESTON:

The Commission continued operation of the street railways in the Township of York and Town of Weston during the year under the special operating agreements which have been referred to in previous reports. These agreements impose no financial obligations on the Commission. A separate report is submitted to these municipalities on the operation of their system.

VILLAGE OF FOREST HILL:

On November 1st, 1926, the Commission, at the request of the Council of the Village, inaugurated a bus service in Forest Hill on a service at cost basis.

TORONTO AND YORK RADIALS:

Reference was made in the 1925 statement of the Commission to the fact that, in response to the City's request, the Commission had submitted a report on the Toronto and York Radial Railways with respect to financial or other advantages which might accrue to the City if these railways were co-ordinated with the City system.

Discussions and negotiations were carried on at intervals during the year 1926, and the radial system was transferred to the Commission on January 12th, 1927. In the original report of October, 1925, the Commission set out certain plans of operation which could be adopted and from which certain financial advantages were evident. Some progress has been made toward the carrying out of these plans.

CONCLUSIONS:

The outstanding feature in connection with the operation for the year 1926 was the improvement in traffic, which is most encouraging after the decrease in passenger revenue experienced in 1924 and 1925. All indications point to continued improvement in the present year, although it is most unlikely that the record of the year 1923 will be exceeded.

The fundamental need of the system is more business. Without increased revenue it is impossible to justify further extensions. In the report for the year 1923, the highest period of traffic in the history of the Commission, it was stated:

"The main program of rehabilitation as laid down by the Commission has been completed. The few remaining items and further extensions cannot be justified until there is an improvement in traffic, which can be anticipated when general business conditions improve, and the growth of the City's population returns to what has been experienced in the past."

With less traffic at present than in 1923, the above statement is even more applicable than at the time it was written.

It has been pointed out that the increase in revenue in 1926 was largely the result of increased patronage of the motor coach services operated by the Commission. Much of the coach service provided is of a purely local character in the City of Toronto, although the use of chartered coaches from Toronto to outside points has reached large proportions.

Proper co-ordination of the transportation services of any large city to provide adequate and convenient facilities should include regular and reliable service to important centres outside. At the present time several million passengers are transported into and out of Toronto by interurban buses. The report of the Motor Bus and Truck Committee of the Canadian Electric Railway Association, adopted by the Association in 1927, very definitely states the situation:—

"It is becoming more and more apparent that the operation of automotive vehicles by the transportation agency of any given area should not be confined strictly to the geographical boundaries of such area. For the street railway system of a city to sit meekly by while others pre-empt all profitable interurban or suburban routes under conditions amounting in practice to perpetual franchises on such routes, spells disaster in the long run to any such system. It involves a constantly increasing loss of local fares to such through-running buses, the creation of a network of outside franchises stifling and forbidding the normal growth and development of the local system, the occupancy by others of a field logically belonging to such system and necessary to the economical development of its urban services, and a substantial and pronounced loss of prestige and local favor."

In conclusion, I desire to express on behalf of the Officials and myself our appreciation of the assistance and co-operation accorded the Commission's work by the Public, the Civic Authorities, and the Ontario Railway and Municipal Board. I wish to thank sincerely the Staff and the Men who are putting forth every effort to give the Public the best possible service.

Your obedient servant,

D. W. HARVEY,
General Manager.

Department of Audit, City Hall, Toronto, 12th May, 1927.

To the Chairman and Members,

The Toronto Transportation Commission, Toronto.

I have completed the audit of the Books and Accounts of the Toronto Transportation Commission for the year ended 31st December, 1926.

I have verified the Cash and Bank Balances, Inventories of materials and Supplies on hand have been produced and were certified by the proper officials. The Officers of the Commission have also certified that all known Assets and Liabilities as at the end of the year have been included in the Accounts. I have verified the details relating to the Debiture Debt and to the Sinking Fund with the records in the Treasury Department of the City of Toronto. I have not examined the Titles to the land in the possession of the Commission, but the General Counsel of the Commission has certified to the proper registrations thereof. Subject to the above, I certify that the Balance Sheet attached hereto is properly drawn up and, in my opinion, sets forth the financial position of the Commission as shown by the Books as at 31st December, 1926.

(Signed) SHOLTO C. SCOTT,

City Auditor.

Tables and Financial Statements

Comparative Statement of Revenue Account

TABLE I.

	1925	1926
INCOME		
Passenger Earnings ..	\$11,157,892.60	\$11,962,890.29
Railway and Bus Transportation ..	132,008.02	300,811.21
Income from Sundry Other Sources ..	386,802.73	386,802.73
Gross Income ..	\$11,626,683.35	\$12,650,304.23
EXPENDITURE		
Cost of Electric Current, including Operation and Maintenance of Substations ..	\$ 1,108,942.22	\$ 1,173,581.08
Expenses of Operation, Maintenance, Repairs, Administration and Taxes, including Accrued Charges ..	6,123,786.46	6,123,786.46
Expenses of Operation—Motor Coaches ..	211,548.26	211,548.26
Total Expenditure ..	\$ 7,444,276.94	\$ 7,508,915.80
Net Income available for Fixed Charges ..	\$ 4,182,406.41	\$ 5,141,388.43
FIXED CHARGES		
Interest ..	\$ 2,207,810.92	\$ 2,232,492.92
Redemption of Debiture Debt ..	873,882.98	998,911.00
Reserve for Replacements ..	998,911.00	998,911.00
Reserve for Workmen's Compensation and Public Liability ..	126,968.75	132,480.60
Reserve for Contingencies ..	60,000.00	60,000.00
Reserve for Doubtful Debts ..	13,000.00	13,000.00
Total Fixed Charges and Reserves ..	\$ 4,182,406.41	\$ 4,484,437.20
Net Income carried to Surplus ..	\$ 8,000.00	\$ 76,951.23

TABLE II.

Comparative Operating Statements

GROSS INCOME

Year	1925	1926
1921 (four months) ..	\$ 4,071,869.78	\$ 4,812,512.49
1922 ..	11,801,512.49	11,832,324.62
1923 ..	11,709,826.28	11,709,826.28
1924 ..	11,709,826.28	11,709,826.28
1925 ..	11,626,683.35	12,650,304.23

OPERATING EXPENDITURES

Year	1925	1926
1921 (four months) ..	\$ 2,190,773.24	\$ 2,408,841.34
1922 ..	5,408,841.34	5,408,841.34
1923 ..	5,408,841.34	5,408,841.34
1924 ..	5,408,841.34	5,408,841.34
1925 ..	7,444,276.94	7,508,915.80

NET INCOME

Year	1925	1926
1921 (four months) ..	\$ 1,881,096.54	\$ 2,403,671.15
1922 ..	6,392,671.15	6,423,483.26
1923 ..	6,392,671.15	6,392,671.15
1924 ..	6,392,671.15	6,392,671.15
1925 ..	4,182,406.41	8,161,468.43

INTEREST AND REDEMPTION OF DEBT

Year	1925	1926
1921 (four months) ..	\$ 442,800.94	\$ 442,800.94
1922 ..	1,837,977.28	1,837,977.28
1923 ..	2,187,725.79	2,187,725.79
1924 ..	2,187,725.79	2,187,725.79
1925 ..	2,232,492.92	2,232,492.92

TABLE III.

Comparative Statistics

Revenue Passengers

(CITY FARE SYSTEM)

Year	1925	1926
1921 (four months)	61,870,213	61,870,213
1922	187,145,261	187,145,261
1923	189,143,145	189,143,145
1924	185,203,698	185,203,698
1925	180,779,925	180,779,925
1926	183,494,076	183,494,076
Month		
January	16,314,899	15,687,830
February	15,065,782	14,876,164
March	16,020,330	16,487,730
April	14,904,316	15,177,824
May	14,922,004	15,094,489
June	14,387,417	14,588,111
July	13,441,264	13,930,144
August	13,643,436	13,976,164
September	15,410,594	15,616,922
October	15,395,333	15,425,922
November	16,133,421	15,994,489
December	16,162,789	16,807,599
Totals	180,779,925	183,494,076



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WRIGLEY'S NIPS
Delicious after smoking—
sweetens the breath,
soothes the throat and
makes the next smoke
taste better.

WRIGLEY'S
NIPS
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After Every Meal

NEW ZEALAND AUSTRALIA

The new and well appointed passenger
liners sail from Vancouver, B.C., and
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"Aorangi" (22,000 Tons) Sept. 21, Nov. 16
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Thirty-fourth Street East
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ADAMIRABLY situated on
the Crest of Murray Hill
It is convenient to the business,
shopping and theatre centers
and to the Pennsylvania and
New York Central Railway
Terminals

Its clientele is made up of in-
telligent travellers from all
parts of the World. One finds
in the dining rooms excellent
service and a perfect cuisine.
Every bedroom is an outside
room and each one has its own
private bath

TARIFF
Single room with bath
\$4 per day and up
Double room with bath
\$8 per day and up



THE MENIN GATE
This memorial in Flanders, erected to the memory of 58,000 missing soldiers,
was recently opened by the famous British General, Lord Plumer, with
impressive ceremonies.

Herbert

ONE of the most popular celebrities
of England these days is Herbert.
Herbert is stuffed but speedy. He is
the mechanical hare which inspires
the racing greyhounds at London's
White City to put forth their best
bursts of speed, says the New York
"Herald Tribune." Herbert was once,
we gather, a real hare. In the course
of time and accident he went the
way of all flesh, but his husk sur-
vived. Someone mounted Herbert's
skin on a mechanical contraption
connected with electric motors and so
arranged that the stuffed presentment
of what was once Herbert corres-
ponded rapidly around the track, just
ahead of the speediest of the hounds.
Herbert's brains are full of machin-
ery, but his electric legs are fast.
The pursuing hounds never fancy that
they are being fooled by electricity.

A real hare for greyhound racing
has disadvantages. Some dog may be
too speedy; which means one less
hare in the world and some pain for
the spectators as well as for the
unfortunate victim. Also it is difficult
to persuade hares that they are
expected to run only in the track and
not up over the bodies of the audi-
ence, to be followed by far too many
hound feet for the comfort of spec-
tators or costumes. Herbert never
makes these mistakes. No canine
marvel ever catches him, and he never
climbs out of the ring and up some
patriotic's neck. Until some dog does
catch Herbert the sport will continue,
we imagine, both safe and profitable.
When that does happen news may
spread through dogdom that Herbert
is too full of cogs to be palatable.

Why should the idea stop with
Herbert? Bull fights with a mecha-
nical bull would be inspiring and
painless. It might even be possible to
persuade the matadors that hearts
beat inside instead of motors. Cock
fights might come back without repre-
hension if some scientist can construct
an automatic rooster. To reverse the
smile, a mile-kicking contest in
which mechanical farmers get kicked
through the side of a house might be
amusing, even for the mules. Man
recovers slowly from his prehistoric
urge to cruelty and contest, prefer-
ably combined. This urge sits ill in
company with the modern ethic of
kindness. Herbert points one way for
both to get a'long together. His
nightly courses combine the thrill of
contest with the certitude that no one
is to be hurt. It is not only the
pursuing greyhounds that are pleas-
antly and healthfully fooled.

Forgotten Jews

ONE of the most interesting ethno-
logical expeditions that have been
planned for many a day is that which
is going "off the map" in the wilds
of Abyssinia, to investigate the Fal-
ashas or Black Jews, large numbers
of whom are reported to be dwelling
in an isolated little world of their own
behind the ranges.

Americans are supplying the main
part of the capital and undertaking
the leadership, but some Palestinian
Zionists are co-operating and British
Jewry has been invited to send learn-
ed representatives to join the party.

Queer things have happened to
more than one straggling colony of
The Chosen People when it got cut
off from its base.

Do you know, for instance, about
the 300 Chinese Jews, huddled to-
gether at the city of Kai-feng-fu, in
Hunan province, sadly contemplating

the ruins of their synagogue, and
carrying on, by word of mouth, the
teachings of their last rabbi, who died
80 years ago? They are very poor
and dejected. None of their wealthy
fellow communities elsewhere in the
world lends them a hand, nor does
any museum or archaeological institu-
tion take steps to preserve what re-
mains, and records are still to be
found there. The British Museum, at
all events, knows about them, for it
has a number of Hebrew manuscripts
from Kai-feng-fu, and there are
some, I believe, in the Bodleian Lib-
rary.

How the Black Jews happened to
get cut off in a remote part of Aby-
ssinia has still to be ascertained. The
origin of the Chinese Jews is known;
they themselves have commemorated
it. They were camp followers of a
Persian king who was driven out of
his country and energetically pursued

by the armies of the Caliph Othman,
1,300 years ago. They lost their way
and failed to keep in touch with what
was left of the Persian army when it
ventured to go home. There is to-
day a stone in the ruined synagogue
that records the construction of the
first place of worship, in 1163, and
its rebuilding about 355 years ago.

It would be a matter for keen re-
gret if this extraordinarily interesting,
and diminishing, group of marooned
representatives of an ancient civiliza-
tion were allowed, through sheer ig-
norance and apathy, to disappear
without any steps being taken to make
a thorough investigation of their
relies and recollections.

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SATURDAY NIGHT

FINANCIAL SECTION



TORONTO, CANADA, AUGUST 20, 1927

What Holds Up Commercial Aviation Development in Canada?

By Colonel J. Scott Williams

"Saturday Night" has already published an article indicating that, whatever progress has been made in military and civil aviation, the policies taken by Government have militated against the development of commercial aviation. It is in the public interest that this matter should be thoroughly thrashed out so that whatever is wrong in the present system may be corrected and our future advance in aviation be in keeping with our achievements in other directions.

Colonel J. Scott Williams, Ex-Wing Commander, M.C., A.F.C., R.C.A.F., and R.A.F., has, by reason of flying experience, the proper background to entitle him to speak. He was, during the war, Squadron Leader with the R. A. F. Returning to Canada after the war he organized the Canadian Air Force at Camp Borden with the rank of Wing Commander. After leaving the Air Force, he was managing director of the Laurier Air Service. After that company had sunk some \$150,000 in commercial aviation it discontinued business, after settling all outstanding accounts in full. It did much of the pioneering work in Canada and when it discontinued all its material was sold to the Ontario Government to equip the Provincial Aircraft Department. Before that period this company carried on all the Ontario Government flying. It commenced the first passenger and air mail service in Canada from Halleybury to Rouyn in 1923, in conjunction with the C. P. R.

Colonel Williams has evidently been driven out of active aviation on account of the policy of the Government to carry on most of the flying in Canada and its policy of encouraging Provincial Governments to establish their own flying departments instead of handing out this work to private enterprise. There are evidences that a change in policy may be under consideration at Ottawa.

IN LOOKING back over the years since the end of the war, it cannot be said that we have advanced in the air commercially at anywhere near the same rate as other countries. Nor have we ever had any broad consistent aviation policy. If so, the secret has been well withheld.

During 1919, Great Britain presented to Canada some Six Million Dollars worth of aircraft material, in addition to training to fly, during the war, some 14,000 Canadians. Our gratitude in return for this gift has been to more or less encourage the purchase of aircraft material, since that time, mostly from other countries outside of the British Empire, through not having a sufficiently high tariff wall against foreign aircraft. Today commercial aviation companies are even obliged to employ pilots who are not British subjects, because they are more skilled and better trained than a lot of our own available personnel.

It is true that we have probably carried out more aerial photography and aerial cruising than most other countries, the reason being that we have more unmapped territory than is to be found elsewhere. If this work could be let out by tender to private enterprises, instead of being done by the Government, the cost undoubtedly would be considerably lower, and we would now have a healthy state of commercial aviation, in this country, instead of being one, if not the most backward country in the world.

Much has been heard of the efficient Government Air service in Ontario. It is admittedly well organized, and does a lot of work, but if the operating costs of this service were made known, it would be most embarrassing to the Administration of the Ferguson Government.

The Ontario Government, prior to operating their own aircraft, were hiring satisfactory and efficient flying service from Commercial Companies, at a stated price per hour. But through political intrigue, during the term of office of the Hon. Jas. Lyons, the old policy was discontinued, for reasons well known. There is altogether too much Government ownership and operation in Canada. This retards genuine development. As it is today, the Government should openly state its policy and whether it is to monopolize all aviation, or simply be a military unit.

The unhealthy growth of aviation here is due to the policy, or rather lack of policy on the part of the Government in refusing to acknowledge the necessity of subsidized commercial aviation. Aviation has its place in transportation, just like the steamship or railway. "Fly by night" Companies should be discouraged. Several small companies are now operating in different sections of the country, none having ever paid a dividend, as far as the writer's knowledge goes.

From reports emanating from Air Headquarters at Ottawa, they boast of the fact that Commercial Aviation is capable, and is standing on its own feet, as in no other country. This statement is untrue. Commercial Aviation here, as in other countries is not and will not be on a paying basis for many years to come, owing to the small population, high cost of equipment, high salaries personnel, which, unlike equipment is not becoming yearly more efficient—high insurance rates, and our short operating season.

What will have to be done, and what should have been done years before is to group existing reputable companies into one organization, similar to the Imperial Airways of Great Britain, give them a subsidy and monopoly on all civil and commercial air work in Canada, for a period of years, permitting them only to use aircraft made in the British Empire, and employ only British subjects. The Board to consist of prominent business men.

Many are against subsidizing but it is not a new departure by any means. The Government would benefit by this in that it would be able to secure its civil flying at a much cheaper rate per hour than at present, and none the less efficient and arouse a state of air-mindedness by having the public and bigger business men interested directly and actively.

It is proposed to commence air mail service between Rimouski-Montreal-Toronto and the Air Force are proposing to carry out this work with military equipment, until after the experimental stages have been passed. It should be remembered that air transportation for the carrying of mails, passengers, etc., is no longer in the experimental stage, but a straight forward business proposition. This contract should be let out by tender immediately to existing private companies; steps should be taken to have the Air Force, in future, stop meddling with air work outside of purely military flying.

The weakness of the Air Administration of Canada, its lack of vision and initiative, has been responsible for us being so backward. A French Company from Paris, France, using French aircraft, French pilots and equip-

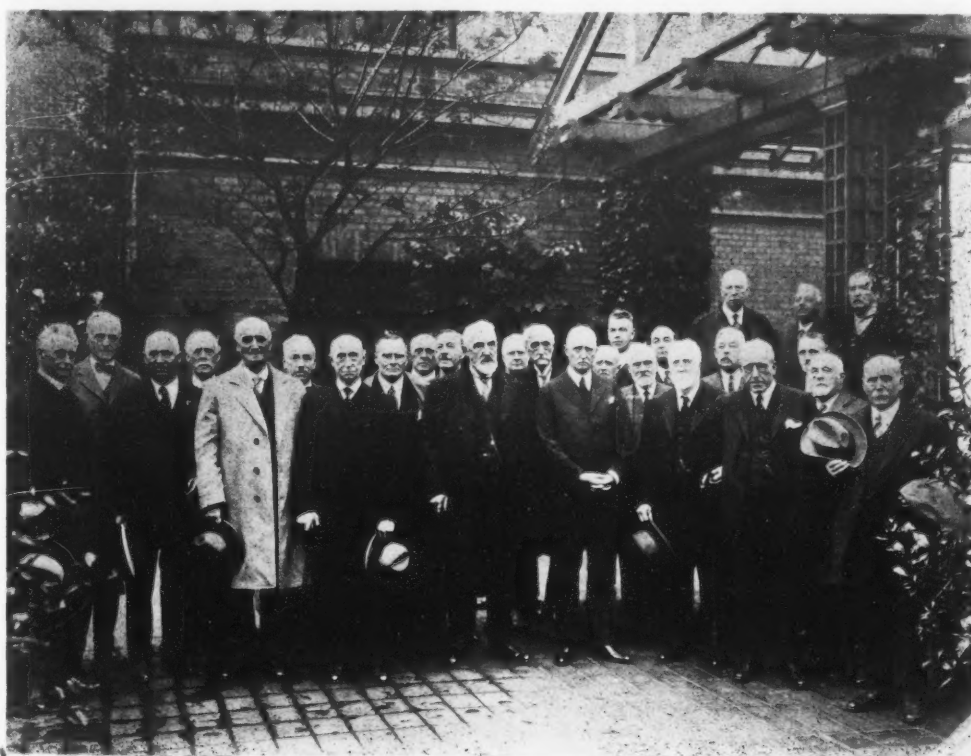
ment, were actually permitted last year, to carry on commercial flying operations in the Province of Quebec for the Provincial Government, and is doing the same thing this year. They receive for this, in the neighborhood of \$100,000 per season. It may easily be imagined what would happen if a purely Canadian Commercial Company commenced flying operations in France for the French Government. Naturally, this could not happen, because regulations, which are the same in France as in Canada, would be strictly enforced. This is only one example of the gratitude of the Canadian Government towards the effort of Canadians in the air, during the war.

The latest step in the development or encouragement of aviation is the stunt to fly from London, Ont., to London, England. Such an expedition as this should be in every way discouraged. In fact, there is no machine made which is capable of such a flight, without being overloaded to the point of danger and if air regulations are strictly enforced,

as they should be, this flight will never start because the promoters will not be able to secure a certificate of air worthiness for the aircraft. Nothing of a scientific or beneficial nature is to be gained by such a flight. If the motors keep functioning, anyone can fly from North America and land in Europe. The advertising value of this flight and the remuneration which the personnel will receive, will not in any way justify what might be termed "legalized suicide."

The prize money and investment for such an expedition will run into approximately \$100,000. This might be well spent in establishing a chair for aeronautics in either Toronto or McGill University.

In conclusion, the new policy of the Department of National Defence in splitting up the air forces—dividing it into separate military, civil, technical and administrative branches, may remedy the evils of the past. If it does, the change will be fully justified.



MEN WHO BROUGHT THE FIRST PASSENGER TRAIN TO VANCOUVER FORTY YEARS AGO
The Vancouver Canadian Club recently organized a reception to the train crew and C.P.R. officials who brought the first passenger train to Vancouver, in 1887. Sir Esme Howard, British Ambassador to Washington, was present at the ceremony. The names are: Front Row (left to right)—W. O. Miller, Assistant to the Superintendent; A. E. Suckling, Payroll Clerk; P. A. Barnhart, Conductor of the first train; Peter Richter, Driver of the first train; George Munro, Roadmaster, the only living man who was present at the driving of the first and last spikes in the construction of the C.P.R.; Sir Esme Howard, British Ambassador to the U.S.A.; H. J. Cambie, Construction Engineer on the C.P.R.; Hugh Walker and T. H. White, Assistants to Mr. Cambie; and Richard Robinson, Baggage Master. Back Row (left to right)—W. C. Dittmars, President of the Canadian Club; Jonathan Rogers, a passenger on the first train; W. P. Martin, retired Terminal Train Master and the oldest employee but one in the Company; Hon. E. N. Harris, U.S.A. Consul General at Vancouver; T. E. Barnett, first Locomotive Fireman; C. S. Maharg, Superintendent Vancouver; F. R. S. Russell, former president of the Canadian Club; Campbell Sweeney, former manager of the Bank of Montreal; Stanley Henderson, Payroll Clerk; J. R. V. Dunlop, secretary to the Canadian Club; W. F. Salisbury, Paymaster; J. E. McMullen, Solicitor, representing the C.P.R. in absence of C. A. Cotterell, General Superintendent; F. W. Peters, former General Superintendent; General Victor Odium. At back right hand corner—W. H. Evans, the Engineer who brought the first passenger train into Port Moody forty-one years ago in July; H. T. Devine, official photographer of the arrival of first train; and Herbert Creelman, Locomotive Engineer in the Underdonk construction.

Do Unit Banks Safeguard Depositors?

By C. Payell

ONE of the principal arguments advanced by the protagonist of circles in favor of the unit bank is that the borrower is able to reap the advantage of close association with the boards of directors and officials who are chosen from those living in the community served by the bank. None of the directors are bankers by profession but they know everyone intimately in their immediate neighborhood.

Old Smith comes to the bank for a loan; he went to school with the president of the bank and his eldest son married the banker's only daughter. Smith is a very respectable type of man but his property is mortgaged to the hilt and he depends upon his wife's income to supplement his own earnings to provide for a large family. A real estate boom is in progress and Smith's friends show him how he can easily double his money if he buys certain vacant lots; he has no spare cash but through the influence of his son's father-in-law he obtains the where-withal; real estate values drop and the bank registers a loss.

Black is a farmer and debtor to the bank; he and White, a director of the bank, have known each other for years; indeed, they were neighbours and often used to go fishing together; they are both splendid fellows. Black has had hard luck; his crops have been a total failure and he cannot meet his liabilities this year, but if the bank will advance him an additional \$2,000 he should be able to effect repayment next year of his total indebtedness without the slightest trouble; illness intervenes; another poor season is experienced; he loses money through a shipment of hogs and the bank finds itself loaded with a frozen loan which it will take years to liquidate; the additional advance should never have been made, but White never yet went back on a friend.

In other words, it is tacitly admitted by those in favor of the unit bank that personal knowledge of local conditions proves effective in obtaining advances where the application of sound banking principles fails to effect a loan. No matter how efficient the manager of the unit bank may be in deciding as to the safety or undesirability of an advance, he can be overruled by his board of directors; as he depends upon the latter for a livelihood he is not likely to fight them.

THE institution of a central bank is recognized as a necessary adjunct to the unit system and those in its favor contend that, while it will do more than the branch system for the borrowing community, this assistance hinges upon the availability of rediscounting facilities; they admit that the unit bank cannot otherwise survive as

it would be unable to carry frozen loans and meet its liabilities in the event of crop failures, et cetera; what else is this but an implication that the central bank must be prepared to take care of the load and carry the bank through its difficulties?

In order to save the unit banks from wreckage under such circumstances, the central bank would be expected to act as a milch cow; it would have to be organized on altogether different lines from those of the Federal Reserve Bank System, if the statistics concerning bank failures in the United States during 1926 may be used as a criterion.

THROUGH the courtesy of the manager of Bradstreets the following figures are available and prove enlightening.

Bank suspensions in the United States during 1926 totalled 772; liabilities amounted to \$226,000,000 or 40 per cent. of total liabilities involved in failures throughout the country which reached the huge sum of \$655,000,000. While the collapse of the land booms accounted for the failure of a great number of banks, a large percentage resulted from frozen loans held by western institutions; in these failures the personal knowledge of local conditions apparently proved of little avail towards assisting the directors in saving their banks from the hands of the receiver; indeed, it may be reasonable to assume that their "intimate" knowledge of local conditions proved their undoing.

It is interesting to note that the total bank suspensions in 1926 exceeded the figures for 1925 by 87 per cent. and 25 per cent. in excess of the total in 1924.

Year	All failures	Bank suspensions
1924	19,712	613
1925	18,859	413
1926	20,924	772

When one looks at the above figures one cannot but help arriving at the conclusion that the United States borrowing community was apparently favored at the expense of the depositor; the Canadian depositor suffered not the loss of a single dollar during the same period through the failure of banks under the branch system, for the simple reason that there have been no bank failures during the past three years in Canada whereas no fewer than 1,798 banks suspended payment in the United States.

AFTER all, the Canadian public may be thankful that the branch system of banking tends towards the safeguarding of their deposits; it is doubtful if they would have it otherwise or argue in favor of the establishment of a unit system if the above facts were generally known;

they may hear all sorts of arguments advanced in favor of the unit system, such as the dangers of monopoly which some pretend lies inherent in the branch system; the advantages of State control or credit instruments will be pointed out to them; they will listen attentively to the lectures of those versed in the truths of the processes of inflation and deflation, and to the supposedly infamous part played by the chartered banks in this connection; the discussion of the dangers of the private control of money volume may inspire in them a perfectly natural desire to participate personally more than they now do in its direction, et cetera; all these arguments may be based on genuine desires to make conditions more elastic and money easier, whereas, what the protagonist of the circle favoring the unit system of banks would in reality bring about, if he were left to his own devices, are loose banking conditions and practices resulting in "easy money" for the borrower, at the ultimate expense of the depositing public.

Making Borrowing Less Bothersome: Why I Favor Independent Banks

SMITH is the name of the man who looks after the operations of the employees working in the building I have occasion to go into every fortnight for the purpose of obtaining cash for my pay-check. I used to think that Smith managed a bank but my ideas of the position he occupies have changed considerably since my last visit to him. I was taught to look upon a bank as a financial institution which accepts deposits and hands out loans; Smith's concern may do the first, although I cannot vouch for this as I never experimented in that direction, but I do know his institution, or whatever you may wish to call it, fails to discharge the other important functions of a real bank.

As I cannot conceive of anyone asking for a loan unless he is out of the necessary funds to carry on, it is no reflection upon my character to suggest that I am in the category of the needy borrower; in fact, to be quite logical, I should say that all would-be borrowers may be classified as such; this being the case, I cannot understand why Smith treated me the way he did.

For some time I have found that my pay-check has been diminishing in its purchasing powers and the result is I owe quite a tidy sum to various individuals whom I have favored with my business; I am rather proud to be in a position to state this as it reflects credit upon me in showing they have confidence in my ability to pay. Why Smith has not the same degree of faith in my integrity is a mystery which I have not yet been able to fathom. I have cashed my checks in his building for years past and he knows quite well, therefore, that I am very regular in my habits.

Conceiving the idea, after reading an article recently about the tremendous advantages that would accrue through the consolidation of Canada's debts, I thought one could apply the principle to one's personal affairs and as I saw before me an opportunity of doing Smith a good turn by adding to the profits of his building, I called upon him for a loan.

"How much do you want?" he enquired inquisitively in reply to my suggestion that I was in need of some ready cash. I could see no harm in being specific in these details, so I ventured to state that \$500 or thereabouts, would fill my immediate requirements.

"What do you want the money for?" was his next query. I thought he was rather impertinent in asking me this but, after considering the form of my answer for a few moments, I decided to humor him and explained that I wished to consolidate my indebtedness. I went even further than this and suggested that I should have no objection in using his savings department as a sinking fund; he made some remark to the effect that his loan department lent itself more readily to this but the words went over my head. I explained that I found it interfered a good deal with my daily work to have people ringing me up at various times about the money I owed them and although it seems unnecessary to point out the advantages of a consolidation of my debts, I did so quite frankly.

"If all I owe is concentrated in one place I shall be able to work without interruption," I said finally. Smith smiled at this remark; I have arrived at the conclusion that he has a very peculiar sense of humor, as suggested by his next query.

"Have you a \$500 bond to offer us as security? If so, I shall be glad to help you out," he said condescendingly. Now, of all the silly questions to ask, I think that was without doubt the most inane under the circumstances.

"Why, no, of course I haven't any bonds," I replied rather heatedly. "You don't suppose for a minute that I'd be standing here asking you for a loan if I had?" My patience had just about reached its limit; it had become altogether too personal in his enquiries and remarks. "Isn't this place you work in called a bank?" I enquired sarcastically.

"Why, yes, of course it is," he said in rather a surprised tone. I think he was hurt by my insinuation that it was something else and I was overjoyed to think I had touched him to the quick and pressed home my advantage. "Well," I continued, "judging by the way you do business you should hang out three balls over your doorway so that people walking into your building will know what treatment to expect. The sign will at least act as a warning to others like myself and save them from humiliation. Good-day."

I left his office, jumped into my automobile and drove home as I felt I had transacted sufficient business for that day. I haven't crossed the threshold of Smith's building since and don't intend to either. In future I am going to do business with the main office down town where the managers apparently have more authority and use better discretion in loaning their funds. At least, I've been told they can do so much more for borrowers than the men in charge of the buildings the public call banks. If I ever get a chance to register a real kick against the present banking ills which result from the branch banking system, you may be sure that I'll do all I can to help on the movement towards the establishment of a Central Bank where the State will be in control and carry out the func-

(Continued on Page 15)

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H. L. W., Belleville, Ont. The 6 per cent. first mortgage sinking fund bonds, series A, of Canadian Vickers Limited, due August 1st, 1947, look very attractive to us in view of the high degree of security and the very satisfactory return of 6.10 per cent. which the investor obtains at the present offering price. The annual requirements for interest payment on these bonds amount to \$165,000, and \$105,000 of this will be provided by the Dominion Government annual subsidy, which still has over 21 years to run. This, of course, is a longer period than the life of these bonds. These annual cash payments by the Government are to be assigned to the trustee as security for the payment of the interest and otherwise as security for these bonds. This leaves only \$60,000 in bond interest requirements to be provided by the company out of earnings each year, and there seems no present reason to doubt that the company will be able to earn this amount by a very wide margin.

The prospectus shows that without including the Government subsidy, the company's net earnings for the year ending December 31st, 1926, available for bond interest, depreciation and Federal taxes, amounted to \$429,933 after deducting all operating charges, maintenance and repairs. Thus the amount of \$60,000 required for bond interest payment was earned in 1926 7.16 times. Up to February last 95 per cent. of the common stock of the company was owned by Vickers Limited in England, and no comparison is at present available between the amount of the net earnings shown as available for bond interest last year and the amount earned in previous years. It is understood, however, that the company is showing very satisfactory progress under the new management and that earnings so far in 1927 have been running very satisfactorily ahead of those for the same period of last year.

The company builds and repairs ships, having a very considerable business in the latter respect, produces industrial and mining machinery, structural steel, aircraft and kindred products. The company's buildings, plant and equipment after depreciation, have been valued by Messrs. Coverdale & Colpitts, a New York firm of consulting engineers of high standing, at \$6,105,000 as at January 26, 1927.

This was without including the Government subsidy which will amount to a total of \$2,310,000 in the more than 21 years the issue has to run. A balance sheet dated February 26, 1927, giving effect to the present financing, showed net current assets amounting to \$1,226,824, which is equal to \$446 for each \$1,000 bond of this series.

It is stated in the prospectus that the orders booked for the current year up to June 18 last showed an increase of 42 per cent. over the amount for the corresponding period of last year. The prospects for the future appear to be very encouraging in this regard. The investment banking houses composing the syndicate which underwrote this issue of bonds are all firms of unquestioned reputation. Last but not least, the new directorate of the company is of a quality that should ensure able and progressive management.

NORTH AMERICAN COMMON GOOD FOR HOLD

B. H. T., Victoria, B. C. The common stock of the North American Company has considerable investment value and in our opinion a purchase at around current levels is very likely to prove a satisfactory investment and show appreciation in value if held over a period of time. The company now controls the largest group of electric power properties in the United States under single ownership, as well as gas utilities. The operating companies serve a territory of about 12,700 square miles and a population of over 5,400,000. The company also owns a number of coal mines in Kentucky.

Earnings have shown rapid expansion along with the growth of the system, gross earnings in 1926 being about three times and the net earnings about six times the corresponding figures for 1920. During this period the operating ratio, before depreciation, has been greatly reduced, being about 55 1/2 per cent. in 1926. The company has been liberal in depreciation charges, writing off about 10 per cent. of gross each year. Net income for 1926 was \$17,564,000, or \$28.95 per share of preferred, and \$3.85 per share of common stock. This compares with net income of \$13,296,000 in 1925, equal to \$21.91 per share of preferred and \$3.12 per share of common. On the book valuation of the property the company is earning somewhat over 7 per cent. Dividends have been paid each year since 1909, the present rate on the common being 10 per cent. per annum in stock. This policy of stock dividends has been in effect since July of 1923, previous to which cash dividends were paid at the rate of approximately 7 per cent. per annum from 1921, when the division of the old capital stock into preferred and common took place.

The company's general financial position is good, although working capital is rather low at the present time. Early financing in this respect is indicated. In our opinion the prospects for the company's further progress are very favorable.

HYDRO-ELECTRIC BOND AND SHARE CORP.

W. B., Sault Ste. Marie, Ont. You might very reasonably make the exchange suggested by Messrs. Wood, Gundy & Company. The companies whose securities will be held by the Hydro-Electric Bond and Share Corporation are all very promising companies. They have all seen considerable growth during the past few years and prospects for further progress are very encouraging.

Sir Herbert Holt, president of the Hydro-Electric Bond and Share Corporation, is, of course, an outstanding figure in the public utility field and has the name of making a success of any company he is connected with. The names of the other members of the directorate are also ones to inspire confidence in an investor. These 5 per cent. first collateral trust gold bonds, series "A", due May 1, 1957, have a high degree of safety, in view of the fact that there will be pledged with the trustee for the bondholders which will be the Montreal Trust Company, marketable securities having a current market value in excess of \$5,400,000, or 154 per cent. of the principal amount of the bonds to be issued. The bonds will further be secured by a floating charge on all the other assets of the corporation present and future.

There are a number of very interesting special safeguards for these bonds. For example, the Hydro-Electric Bond and Share Corporation undertakes that the market value of securities and cash pledged with the trustee shall at all times be equal to at least 125 per cent. of the principal amount of these bonds outstanding. It is also provided that there will at no time be released from the specific charge of the trust deed securities to an extent that would reduce annual interest and dividends below 125 per cent. of the annual interest on all bonds outstanding. It is further arranged that not less than 65 per cent. of the corporation's resources shall be invested in Canada and the United States and that not more than 35 per cent. shall be invested in shares and securities other than those issued by Government and public utility corporations. These provisions help to give these bonds a high degree of safety.

Notwithstanding this fact, if \$5,000 happens to be the total amount of your capital available for investment, it might be as well not to put it all into this one security. The first law of wise investing is diversification, which means distributing the risk. In other words, it would be as well not to put all your eggs in one basket, even though the basket looks to be perfectly sound.

"FREE" LOTS NOT ALWAYS FREE

"Canadian," Buffalo, N.Y. You are not the only one who won the first prize of a "free" lot from the Maja Sales Corporation, formerly of 110 West 40th Street, New York City. You will doubtless be interested to hear that the latter has recently had a fraud order issued against it by the U.S. Post Office Department. What happened was this: The Maja Sales Corporation bought Florida land at \$28.50 per acre and plotted the tract into lots 25 x 100. Advertisements were run in newspapers offering a lot to anyone correctly solving the arrangement of a group of letters so they would form the name of one of the States. Persons answering the advertisement were informed they had been awarded a lot in Pelham Manor, situated within commuting distance of Jacksonville, Fla. Various charges of \$9.85 to \$19.85 were made for the "cost of a deed" and an additional lot was offered at \$69.85.

The evidence showed this was a scheme or trick to induce credulous persons to believe that as a result of their skill in solving the "puzzle" they had been "awarded" a lot of a much greater value than could be obtained for the sum exacted under the guise of "expense involved" and "cost of drawing the deed and transferring the property." In order to lend color to this fiction the adjoining lot was offered for \$69.85. The purpose of the scheme was to sell to the credulous a lot of little or no value. The promoters did not intend to and did not in fact, "award" or "give" anything to the alleged "fortunate" "winner." The fraud was exposed as a result of the efforts of the Boston Better Business Bureau, acting in conjunction with the National Better Business Bureau. S. Cedar was president of the concern and J. E. Bittiger secretary and treasurer.

SOME OUTSTANDING MINES

T. G. M., Winnipeg, Man. Noranda, Lake Shore, and International Nickel are among the more outstanding mines in Canada. Current market quotations for these stocks are high. The public is discounting important growth far into the future. How long this state of affairs will continue is a question which is exercising some of the keenest minds in the mining and brokerage professions. Sentiment appears to be such that a further increase in quotations may be expected, while hard boiled facts suggest caution. International Nickel is confronted with a very important future extending over possibly generations. Lake Shore is fortified behind ore reserves and general mine conditions which offer reason for believing it will have an exceptionally long life. Noranda is spectacular, with some uncertainty remaining as to depth, but with ore so rich that spectacular results may be expected for some time.

HOIST WITH HIS OWN PETARD

G. E. Worth, Calgary, Alta.—Wolverton & Co. Ltd., Vancouver, B.C., reported a month ago in answer to an inquiry by you as follows: "The Woodbine Company is an organization which has taken over the Premier Extension Mine, very close to (we think actually adjoining) the Premier. We have seen several quite favorable reports on this property, which, however, is not developed far enough to warrant expectation of another Premier. \$5,000,000 capitalization with shares at 50 cents per share, presupposing a cash capital valuation of \$2,500,000 for the property appears to us to be very high. Moreover, if the statements you make are correct, the company's financing would appear to be very expensive. There is no established market in this stock as yet, and occasional trades on the curb in Vancouver are made, and we believe that stock could be purchased considerably lower than this treasury stock is being offered at."

On further investigation we find it only just to correct the sentence reading "Moreover, if the statements you make are correct, the company's financing would appear to be very expensive." The statements you made were not correct when you told us that the Company had paid 35% commission on the sale of stock. On this point Wolverton & Co., Limited, of Vancouver, write us as follows: "We are informed from what we believe to be a reliable source that the man Worth had an axe to grind on account of the fact that he had been working for the Woodbine Fiscal Agents in Calgary, had been discharged for good cause, and that no commission of 35% has ever been paid, and that no more than 25% was ever paid. We are told that Mr. Watson, the President, spent \$18,000 of his own funds in financing the company—now all completed—and financing has been at a very moderate cost."

"As the copy of our letter to you, sent to Worth's address in Calgary, was returned uncalled for, there is probably something in the complaint in regard to our report. We hasten to correct it."

As I have also seen a letter signed by yourself acknowledging these things, the picture is complete, and we regret the temporary injustice done the Woodbine Gold Mining Co., Ltd., in this particular.

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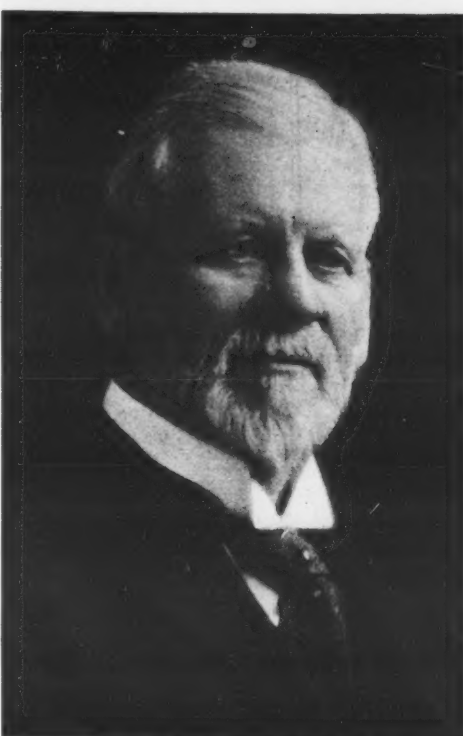
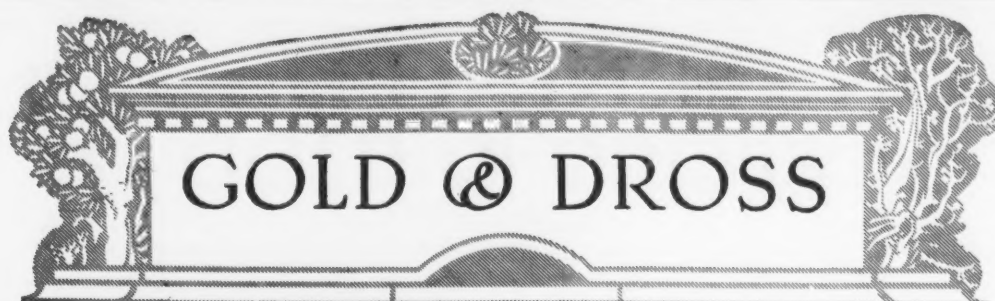
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MR. HENRY SUTHERLAND

Founder and President of the Equity Life Assurance Co., whose death occurred recently. He was one of the group of pioneer Canadian life insurance managers, of whom but very few are now left, to whose early efforts in building a sure foundation is due much of the present day success of life insurance in this country. He led the way in introducing in Canada the automatic non-forfeiture provision in life policies, which was a much needed reform at that time, and which is now compulsory by law. His hobby or recreation was gardening, which he prosecuted with the same vigor he displayed in his other undertakings.

TAKE THE OTHER TURNING

J. E., Fort William, Ont. Thanks very much for forwarding us the circular sent you by Curtis & Ervin of Fort Worth, Texas. It is a long way from Fort Worth to Fort William, Ontario, and it is surprising that Messrs. Curtis & Ervin had to send their circular so far when they offer such a golden opportunity. There are some millions of people in the intervening territory and one would think that these gentlemen should have been able to find plenty amongst them willing and glad to seize an opportunity to make from 50 per cent. to 100 per cent. per annum on their money. This may be the "turning point in your life", as the circular states, but we would advise taking the other turning.

Incidentally, we note that Curtis & Ervin say: "There are more skeptical people in Fort Worth than in any dozen cities in the United States all rolled into one. Which means that most oil propositions are offered for sale away from Fort Worth, unless they happen to be attractive and capable of standing the most searching investigation." As the present offering is being made away from Fort Worth, one can only assume, on the basis of their own statement, that it is not attractive or capable of standing the most searching investigation.

CASTLE-TRETHEWEY, TECK-HUGHES AND OTHERS

H. W. B., Weston, Ont. A lot depends upon the demand for silver in any endeavor to estimate the outlook for Castle-Trethewey shares. Work now in progress might improve the outlook at the mine, but if the shares advance in common with other stocks in a possible strong general market around the end of this year, it might be well to sell out. Teck-Hughes is in a particularly strong physical condition, but this has been more than discounted by present quotations for the shares. The handling of around 800 tons of ore daily as now planned for some time next year will eat deeply into the mine before invested capital can be returned with interest. Attractive issues in which to speculate further would include Wright-Hargreaves, Lake Shore, McIntyre, and Noranda.

NOT THE SAME FIRM

P. S., Stratford, Ont. Worthington, Savage and Company, 330 Bay Street, Toronto 2, have no connection with Worthington and Company, Bank of Hamilton Bldg., Toronto, which we referred to in a recent issue under the heading: "Want Strangers to Trust Them."

POTPOURRI

A. E. M., Montreal, Que. AMULET has undergone important transformation during the past few months. Diamond drills have indicated ore in much greater volume than could have been estimated less than three months ago. This places the enterprise in a quite important position. So far, no detailed official advice has been issued, and it is not possible to find such evidence as would permit me to add two and two together and make four. In other words, while the outlook appears to be very good at present yet there is still something vague which makes it impossible to say whether the present market has discounted the situation far enough ahead, or not.

REPUBLIC OF COSTA RICA bonds do not rank among the strongest foreign government issues, and we would not advise them. The 6% agricultural gold bonds of the MORTGAGE BANK OF CHILE, due December 31st, 1931, are guaranteed unconditionally as regards both principal and interest by the Republic of Chile by endorsement. This fact seems to make them a fair investment for a business man. In our opinion CANADA STEAMSHIP LINES 6% bonds, due 1941, have satisfactory investment value.

E. B., St. Catharines, Ont. The amount of the Hayes Wheels and Forgings, Limited, first mortgage bond issue was Six Hundred Thousand Dollars. This is series A of a total authorization of \$1,500,000. The bonds carry interest at the rate of 6% annually, and will mature April 1st, 1942. The bonds are now quoted on the market at 99 bid, 101 asked. These bonds are likely to prove a satisfactory investment for you. We are informed that earnings for the current fiscal year to date are showing a satisfactory increase over those for the same period of last year.

J. J. O., Toronto, Ont. HAZELTON PORCUPINE has encountered interesting results at times, but not sufficient to classify the property as more than an uncertain prospect. Finances have never been available for work on more than a moderate scale.

D. S., Ottawa, Ontario. Street estimates are that the MASSEY HARRIS COMPANY will earn about \$4.00 a share during the year to November 30th, 1927. It is regarded as reasonable that the stock may be placed on dividend basis of \$2.00 per share per annum in the current year. Domestic business has been large this year and foreign business has been on a large scale. At 40 the yield to this stock would be about 5% if it does happen that the Company pays a \$2.00 dividend and is able to maintain it. If it continued over a term of years to earn \$4.00, one could expect in the course of time that this dividend would be increased. For a hold, therefore, it might turn out to be a good stock.

T. M., Vancouver, B.C. The 7% cumulative preference shares of PROVINCIAL PAPER, LIMITED, appear to us to have satisfactory investment value, in view of the fact that earnings of the predecessor company applicable to the preferred shares have shown a very satisfactory margin over dividend requirements for a number of years past. The old company earned \$30.46 per share of preferred in 1921, \$28.72 in 1922, \$9.45 in 1923, \$25.75 in 1924, \$34.48 in 1925, and \$42.97 in 1926.

J. T. K., Coniston, Ont. It is not possible to tell you the probable outcome of NEWBEC. All that I can do for you is tell you the facts about the enterprise as far as they may be seen at this time. The property is one of interesting prospective merit, and the directors are not stock-jobbers. There is sufficient mineralization on surface on which to base a hopeful feeling in regard to the future. Only actual development, however, will determine the question of success or failure. Jas. Y. Murdoch, president of Noranda, is identified with Newbec, and with him is associated other responsible men. This assures shareholders of a real run for their money. HORNE RESERVE is a little prospect with a pretty uncertain future. Some people appear to have got the venture mixed up with Ed. Horne, staker of Noranda. However, one is a mountain and the other a molehill. ASTORIA is in the prospective stage. The company holds some 1,450 acres in North-Western Quebec. The shares represent a risky venture. I understand a plan is being considered to list Newbec before the end of this year.

T. S. A., North Bay, Ont. For those who wish to speculate and can afford to take a chance, the subscription of 10 cents a share for CONSOLIDATED WEST DOME LAKE appears to be reasonable. Directors think well enough of it to pay higher than the price asked shareholders in general. There is no assurance of the mine ever making good, but the work of the past couple of years has indicated a fair measure of hope. It should be remembered that in penny stocks the risk is great. That is the reason why they sell so low. The company is finding its way out of a serious mess, and it is perhaps in the interests of present shareholders to help as best they may.

B. P., Brighton, Ont. This is a poor season at which to sell shares. Quotations in many instances appear to be abnormally low. It is my opinion that McINTYRE will command a much higher price in due time. Also, the outlook for enhancement on NORANDA is good. You might do well to borrow the money you require for a period of six months. If a bull market develops before that time you could grasp the opportunity to realize the amount of cash you require.

F. H. B., Toronto, Ont. FURNESS GOLD MINES appears to have a very uncertain future. A lot of prospecting has been done on the claims, but assays have been generally low. There is the exception in the case of a very narrow streak in which high values occur over a length of less than 100 feet. This little streak is only a few inches in width and could not figure in making a profitable mine. The main hope seems to be that the pay-streak may widen at depth. A small sinking program is now under way. The geological structure is not comparable with that on the successful mines of Porcupine. The shares are a risky speculation.

E. L., Ottawa, Ont. MINING CORPORATION is relying upon silver production from Cobalt and South Lorrain. Indications point toward a declining output due to exhaustion of the corporation's Cobalt properties. The future of the corporation is also very vitally wrapped up in the outcome of the Flin-Flon mine, where some uncertainty still exists as to whether the enterprise will go ahead or not. There are good possibilities ahead of Mining Corporation, but there is also a considerable element of speculation attached to the value of the shares. The corporation and directors are highly reputable. LAVAL-QUEBEC is in the prospect stage. Only work will determine the question of value. KIRKLAND LAKE is getting better ore at depth, but short scope along the ore zone leaves the issue speculative. WRIGHT-HARGREAVES has big resources and offers good promise of growth. It is the best on your list.

F. E. S., Chatham, N.B. ENRIGHT MINING COMPANY is far from being "a safe and sound investment." The company holds claims in the Elk Lake district. A lot of work has been done in that area during the past 18 years, but so far not one mine has been successfully established. There is considerable high-grade ore, but it occurs only in patches. Mining has so far been very unprofitable.

Making Borrowing Less Bothersome (Continued from Page 13)

tions of a real live institution for the benefit of its citizens. Judging by my own experiences, the banks should not be allowed to have a monopoly of lending money unless they are under Government control when the interests of their followers will be considered first and foremost. As long as private interests are allowed to control the money situation the banks will only serve to earn dividends for their shareholders and deserving would-be borrowers like myself will have to continue suffering. In other words, I am a great believer in the establishment of local banks, as against the branch system, because the managers of these banks will take more interest in us and we will stand a much better chance of obtaining our financial requirements. At present there is no equitable distribution of banking credits and it's a downright shame that something's not done about it. Press your local member of Parliament to work for the establishment of a decent banking system; things will never be right in Canada until a change is effected.

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CONCERNING INSURANCE

Government Figures of Life Insurance in Ontario in 1926

A COPY of the Abstract Report of the Ontario Superintendent of Insurance, covering the business of 1926, came to hand on August 11th. At the end of 1926 forty-five companies were licensed to transact life insurance in the Province. Of these, thirty-six are joint stock and nine are mutual companies. The premium income of these companies in Ontario for 1926 amounted to \$59,049,592.48, as compared with \$53,696,476.84 in 1925, an increase of 11.1 per cent. The disbursements to policyholders were \$27,621,273.39, as compared with \$27,943,159.52 in the previous year. New business issued in Ontario in 1926 was greater by \$42,430,610 than the amount issued in 1925, an increase of 11.4 per cent., the number of new policies issued being 414,771 and the amount \$371,538,538. Insurance in force at the end of 1926 was \$1,797,220,466 under 2,346,618 policies, showing an increase of \$196,132,694, or 10.9 per cent.

Thirty-eight fraternal societies were licensed to transact life insurance in Ontario. These include seven municipal pension fund societies which, although authorized to pay death benefits, do not issue mortality certificates. Twenty-one are also authorized to grant sick and funeral benefits. The Ontario premium income in the mortality fund was \$3,162,300.57, while the disbursements were \$2,863,130.84. The premium income in the sick and funeral funds was \$211,928.00, while the disbursements were \$217,279.40. The income in the expense fund was \$223,690.21, while the disbursements were \$433,739.14. The income in the other funds was \$287,464.44, while the disbursements were \$117,347.63. At the end of 1926 the amount of mortality certificates in force was \$128,379,911, which shows a decrease of about eight and a half million dollars, or 6.3 per cent., as compared with the amount in force at the end of 1925.

Pilot of Waterloo Holds First Shareholders' Meeting

THE first shareholders' meeting of the recently organized Pilot Automobile and Accident Insurance Co. was held August 8th at the head office of the Company in Waterloo, in accordance with statutory requirements which necessitate a shareholders' meeting within three months after the granting of the charter. The meeting was well attended and in the absence of President Hon. W. D. Euler, Vice-President E. W. Clement, presided.

The chairman explained in detail the various steps taken in the organization of the new company, while the manager reviewed the satisfactory progress so far made and pointed out that everything indicated a most promising future for the company. Nearly 3,400 shares have been allotted to date and in all probability the entire first block of stock will be taken up before the end of the year. Seventy-two agents are at present active in the company's interest, placing insurance on automobiles and the total amount paid in premiums is \$12,100, while the losses to date amount to \$478.

Mr. McIntosh explained to the shareholders the advantages of the all-risk policy issued by the company and declared that its simplicity was a great assistance to agents in the securing of new business. On behalf of the shareholders, Messrs. H. L. Staebler and D. W. Houston expressed their satisfaction at the success attained by



MR. G. E. SPRAGGE
Director, Victoria Harbor Lumber Co., who was recently elected a Director of the Crown Life Insurance Company.

the company within a few months, and emphasized the value of dealing with a purely Canadian company.

The present directors were re-elected as follows: Hon. W. D. Euler, E. W. Clement, A. W. Augustine, A. W. Puncher, E. C. Greb and W. J. Motz of Kitchener; D. McIntosh and M. S. Hallman of Waterloo; Senator J. P. Rankin of Stratford, Hon. Jas. Malcolm of Kincardine, W. E. Baetz of Detroit and N. Brown of Toronto. The following are the officers of the company: President, Hon. W. D. Euler, Minister of National Revenue; Vice-President, E. W. Clement; Managing Director, D. McIntosh; Secretary, Miss A. M. Anderson; Executive, President, Vice President, Manager and E. C. Greb and W. J. Motz.



MR. H. VICTOR CAWTHRA
Who was recently elected a Vice-President of the Crown Life Insurance Company.

Group Insurance Grows in Canada

GROUP insurance in Canada continues to make rapid strides. It was first written about seven years ago, and at the present time something like \$250,000,000 of group insurance is in force. Industrial firms and other corporations are realizing the value of this form of insurance.

One of the latest contracts to be closed is that of one of Canada's outstanding manufacturing organizations — The Wolhausen Hat Corporation, Limited, Brockville, Ont. A group insurance contract was closed during the past week with the Sun Life Assurance Company of Canada. Under this plan each of the employees of the hat company is protected for an amount increasing with years of service, the entire cost being borne by the Brockville organization.

Death of Henry Sutherland of Equity Life

IN THE death of Mr. Henry Sutherland, founder and president of the Equity Life Assurance Co. of Canada, which occurred at his home in this city on August 2nd, there passed one who long occupied a prominent place in the life insurance business in Canada. He was in his 70th year, and while of late he was, of course, not so active, for many years he took a leading part in Canadian life insurance affairs. He was a man of strong convictions which he was ever ready to express and to which he held with great tenacity. Of very powerful physique in his earlier days, he was a hard worker and a hard fighter in any cause he took up. He was devoted to temperance and his service to that cause was recognized not only in Ontario but throughout the Dominion as well. For nearly twenty years he was a secretary-treasurer of the Dominion Alliance and for some years was treasurer of the Ontario Prohibition Union.

He was born in the township of Caradoc, near London, Ont., and his early years were devoted to agriculture and lumbering. Next he took up teaching and taught in the public school at Byron, Ont., and in the High School at Hamilton. Later he entered the life insurance business, becoming agent for the Mutual Life of Canada and then superintendent of agencies in Ontario for the Federal Life Assurance Co. of Canada. His next position was superintendent of agencies in the Maritime Provinces for the Sun Life of Canada. He relinquished that position to become manager of the Temperance and General Life Assurance Co. of North America, which gave special rates for total abstainers. After that company was amalgamated with the Manufacturers Life, he was with the Imperial Life for a short time in the Mari-

time Provinces and the West Indies.

In 1904 he established the Equity Life and occupied the position of president and managing director of that company up to the time of his death. He built up the company slowly but securely. At the end of 1926 its assets were \$1,281,581.22, while its liabilities except capital were \$1,139,380.23, showing a surplus as regards policyholders of \$142,201.00. The paid up capital was \$35,400, so that there was a net surplus over paid up capital and all liabilities of \$106,801. The net amount of insurance in force was \$5,763,648.

At the funeral, which was private, on August 4th, the pallbearers were Mr. C. D. Daniel, Mr. Chas. Henderson, Mr. Arthur Bell, Mr. R. B. Harris, Mr. G. M. Begg and Mr. Thomas Urquhart. Floral offerings were received from Directors of Equity Life, Mr. and Mrs. C. B. Daniel, Parkdale Canoe club, Mr. and Mrs. J. B. Pristman, Rev. Mr. Vesey, Parkdale Presbyterian church, Mr. and Mrs. David Moss, Mr. and Mrs. Alfred Bell, Mr. and Mrs. R. B. Harris, Mr. and Mrs. J. B. Bick, John J. Walsh, J. F. Weston, Toronto Pharmaceutical Association, Mrs. James Brown, Mrs. Emma Bell, Mrs. E. Laidlow, Mrs. George Gall, Ont. Equitable Life, Mr. R. K. Grant, Miss M. Gilroy, Mr. C. Burniston, Canadian Progress club and Margaret Weston.

N. Y. Insurance Department Requires Copies of Minutes

IN ORDER to keep in closer touch with the activities of the life insurance companies in the State, the New York Insurance Department is this year requiring that all such companies domiciled in New York State, shall furnish the Department copies of the minutes of the meetings of their boards of directors and subordinate committees.

Life Insurance Whether He Knows It or Not

PRACTICALLY every man is quite likely to be concerned with these four purely personal things:

1. His income.
2. The effect of his premature death.
3. His old age.
4. The possibility of becoming totally and permanently disabled.

The relative importance of any one of these four considerations depends upon the circumstances of the individual. All of them, in varying degree, at one time or another occupy a very prominent place in his thoughts. They are the big, fundamental facts of his existence. They form at least part of the groundwork of his outlook on life. As he thinks of these matters, he is thinking of life insurance. He must think of life insurance, just as he must think of food when he is hungry, or warmth when he is cold, or rest when he is weary. There is no doubt that people on the whole are interested as much in life insurance as they are interested in anything else that affects the bigger and finer side of life.

Unfortunately, however, there are complications. When a man is interested in ice cream, he follows his instinct and gets some ice cream and eats it, and that's all there is to it. But when a man is interested in life insurance—half the time he doesn't know he is interested in life insurance and the other half he doesn't know what to do about it.

Any intelligent agent can easily take care of those who express their



MR. WALTER F. WATKINS
Secretary, Canada Permanent Mortgage Corp., and the Canada Permanent Trust Co., who was recently elected a Director of the Crown Life Insurance Company.

A Fortune — on the Instalment Plan

Life Insurance isn't merely protection against hardship at death. It is income, fortune—bought on the instalment plan.

It both conserves and creates.

It appreciates—it has no depreciation.

It is the only instalment under which a full title is given with the first payment—and where payments don't have to be continued by your widow.

It is one of the few things that increases in value the longer it is owned.

It is the one kind of instalment buying that can be underwritten with a clear conscience.

**SUN LIFE ASSURANCE
COMPANY OF CANADA**

HEAD OFFICE MONTREAL



Insure Their
HAPPINESS

That priceless possession — an easy mind — is the immediate reward of insuring the happiness of your dependents against the day when you can no longer help them with your living presence.



**Great-West
Life**

34

Metropolitan Life Insurance Co.

One Canadian in every
six is a Metropolitan
Policyholder

To state there are 2,349,904 Metropolitan policies in force in Canada is just another way of saying one Canadian in every six is insured with the Metropolitan.

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Writing Fire Insurance at Cost
Assets \$3,751,733.94

ALL POLICIES DIVIDEND PAYING AND NON-ASSESSABLE

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Toronto, Ottawa, Vancouver, Victoria, Edmonton, Saskatoon, Winnipeg, Montreal, St. John, Halifax and Charlottetown.

Insure in one of Canada's oldest and strongest Fire Insurance Companies
Organized in 1862.

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Liability under all Acadia Policies, guaranteed by the Phoenix Assurance Co., Limited, of London, England.

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 Accident, Sickness, Liability, Automobile, Plate Glass, Burglary,
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THE Employers' Liability Assurance Corporation, Limited
 of London, England
 Offices: Toronto—Montreal
 Automobile, Accident, Sickness, Liability, Guarantee Bonds,
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Established Insurance Agents who are contemplating making new connections should consult this Company as to the possibility of making advantageous arrangements.

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The DOMINION of CANADA GUARANTEE & ACCIDENT

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THE MONARCH LIFE ASSURANCE COMPANY
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 Service Unexcelled
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CONCERNING INSURANCE

interest. But the man who doesn't realize he is interested—that is another problem. You meet that sort of a man everywhere. He isn't necessarily uninsured. Perhaps he carries an adequate amount of ill-fitting protection. He manifests himself in various ways—as the man who "has all he needs," as the type who "can invest his money to better advantage," as the hard shelled prospect who closes his ears and won't listen to any life insurance reason, as the fellow who is "going to later," and the countless other varieties too numerous to mention which are familiar to every man in the business.

There is a way to get under his skin, of course, for eventually comes along the agent who shows him the light and goes away with the business. He does it by showing him what life insurance really is, by really leading the man out of darkness, by giving him a true understanding of life insurance, by showing him that the thing he is interested in is life insurance. That is the point—to know and to be able to translate the story of life insurance into terms that will convince each separate prospect of the place an adequate amount of life insurance protection should have in his life program.

INSURANCE INQUIRIES

J. B., Dalhousie Lake, Ont.: Pacific Fire Insurance Co. of New York was incorporated in 1851 and has been doing business in Canada under Dominion license since 1921. It has a deposit with the Dominion Government of \$175,000, and is authorized to transact in this country fire, limited explosion, sprinkler leakage and tornado insurance. At the end of 1926 its total assets in Canada were \$268,526.39, while its total liabilities here were \$155,515.58, showing a surplus in this country of \$113,010.81. The total admitted assets of the company were \$5,347,895.72, and the total liabilities except capital \$3,209,150.33, showing a surplus as regards policyholders of \$2,138,745.39. The paid-up capital was \$1,000,000, so that the net surplus over paid-up capital and all liabilities was \$1,138,745.39. The company is in a sound financial position and safe to insure with.

J. C., Bridgeburg, Ont.: Government figures in the Abstract Report of the Dominion Superintendent of Insurance show the total assets of the Merchants' Casualty Insurance Co., head office Waterloo, Ontario, as at December 31st, 1926, to be \$443,865.86, while the total liabilities except capital are shown as \$310,580.58. Thus there was a surplus as regards policyholders of \$133,285.28. Policyholders are accordingly amply protected and the company is safe to insure with. The paid-up capital of \$146,153.57 showed the slight impairment of \$12,868.29, and this, of course, will have to be made good before any dividends are payable on the stock.

W. R., Warkworth, Ont.: While the Union Mutual Casualty Company, of Des Moines, Iowa, may claim that the company is fully authorized to write disability insurance by mail in Canada, the fact remains that it is not licensed here, has no Government deposit in this country for the protection of Canadian policyholders, and we accordingly advise against insuring with it. The offer to save you the agent's commission if you insure with it may sound attractive, but it is more important to take out your insurance with companies from which you will have no difficulty in enforcing payment of all valid claims. In dealing with unlicensed companies you are practically at their mercy when it comes to enforcing payment of a claim, whereas in insuring with licensed companies you can enforce payment in the local courts if necessary. Cut rate insurance in unlicensed companies may appear to be saving money for the insured, but unless you can collect in case of a claim it is really not insurance at all, and is dear at any price, no matter how low the rate.

S. E., Montreal, Que.: Western Mutual Life Association of Los Angeles, Cal., is regularly licensed in Canada as a fraternal society, and has a deposit with the Dominion Government of \$240,000 (accepted at \$227,648). At the end of 1926 its total assets in Canada were \$232,750, while its total liabilities here were \$210,105, showing a surplus in this country of \$22,645. It confines its operations to members of the Masonic Order. Its business is divided into

two classes: (1) Renewable term policies with premiums increasing to age 65, after which a level premium of \$76.66 per \$1,000 is charged for an endowment insurance maturing at age 85 (prior to 1925 this was a whole life assurance); and (2) ordinary plans with level premiums. A permanent total disability benefit providing waiver of premium and the payment of the sum assured in twenty equal annual instalments in event of total and permanent disability prior to age 60 is included in all level premium policies; also guaranteed surrender values not exceeding the reserves maintained. We advise against insuring under the first plan; that is, the renewable term; but in regard to the second class, ordinary plans with level premiums, the society is safe to insure with for fraternal insurance. On its Canadian business it is required to maintain in Canada a deposit with the Government at least equal to the reserves on such business on the N.F.C. 4% basis.

C. S., Ludington, Mich.: If you have a policy with the Confederation Life Association our advice is to keep it in force and allow the five year dividends to accumulate rather than withdraw them in cash, as by doing so you will be making the most out of your insurance so far as the future is concerned. It would mean a loss to you to drop the policy, and if you can manage to keep up the payments it would be advisable to do so. In case of necessity you could take advantage of the loan privilege and borrow on the policy, rather than take the cash value. The Confederation Life has been in business since 1871, and is one of the leading Canadian companies. It is in a strong financial position and safe to insure with.

W. R., Turriff, Ont.: The head office of the Perth Mutual Fire Insurance Co. is at Stratford, Ont. This company has been in business since 1863 and operates on the cash mutual plan. At the end of 1926 its total assets were \$1,292,895.65, including \$196,608.88 of unassessed premium notes, while the total liabilities were \$203,146.03, showing a surplus of assets over liabilities of \$1,089,749.22. The number of policies in force was 27,776 and the net amount of insurance in force was \$48,555,601.00. The company is in a strong financial position and safe to do business with.

B. K., Hamilton, Ont.: Automobile contingent liability insurance may be obtained to protect an employer against the hazards connected with the operation of motor cars owned by employees but used in connection with the employer's business. This form of insurance covers the named insured only for the operation of cars used in connection with his business but not owned or hired by him. It is only within recent years that employers have realized that they are equally responsible for the accidents caused by their employees, when the employees operate their own cars in pursuance of their employer's business as when the employees are operating the employer's cars. There are a number of court decisions in which employers have been held liable for personal injuries caused by automobiles owned by employees when, at the time of the accident, such automobiles were being used in the business of the employer.

C. D., Montreal, Que.: Norske Lloyd Insurance Co., Ltd., of Norway has been in liquidation since 1922. Those having claims against this company in the United States were protected by the deposit required by the New York Insurance Department before it was admitted to do business in that country. Valid claims to the extent of \$637,679.19 were allowed up to the end of 1926, while \$809,823.83 were unadjusted. Ample assets are retained by the N. Y. Insurance Department to cover outstanding claims. In England, notice was recently given of the payment of a first dividend of three shillings in the pound, payable at 4 Fenchurch Ave., London, E.C., on the 7th of July.

INFORMATION COUPON

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The subscriber can avail himself of the service given on this page under the heading, "Insurance Inquiries," by cutting out the address label which appears on the front page of every copy of Saturday Night going to a regular subscriber, and sending it along with his inquiry.

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 Capital and Surplus of assets over all liabilities 1,284,386
 Total Losses Paid 7,700,000

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THE General Accident Assurance Co. of Canada

Insurance that Really Insures

Automobile, Burglary, Plate Glass, Boiler, Electrical Machinery, Guarantee, Accident, Sickness, Liability, (all lines), Fire, Hail, Explosion and Sprinkler Leakage

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the Commercial Life Exels

1. A High Interest Rate for Investments.
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Representatives wanted in all districts throughout Alberta and Saskatchewan. Address—Head Office, Edmonton.

NORWICH UNION FIRE INSURANCE SOCIETY LIMITED
 ESTABLISHED 1797
 TIME TRIED AND FIRE TESTED
 MANY KINDS OF INSURANCE WRITTEN
INSURE IN THE NORWICH UNION

Union Insurance Society of Canton, Limited
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COLIN E. SWORD, Manager for Canada
 A British Company Established in 1835 by British Merchants of the Far East.

IMPERIAL INSURANCE OFFICE
 FORMERLY—IMPERIAL UNDERWRITERS CORPORATION OF CANADA
 HEAD OFFICE—TORONTO
FIRE AND CASUALTY



Wabasso Cotton's Profits Show Big Gain

A VERY satisfactory increase in profits and a general strengthening in balance sheet position are revealed in the annual report of the Wabasso Cotton Company, Limited, for the year ended June 30, 1927. Gross income from manufacturing and all other sources amounted to \$538,962, against \$395,615 in 1926 and \$285,749 in 1925. After an allowance for depreciation of \$150,000 against \$100,000 in other recent years, taking care of bond interest and sinking fund, there was left as net available for dividends the sum of \$272,918. This compares with \$178,521 last year and \$158,735 two years ago.

Out of the 1927 earnings there was disbursed dividends of \$197,207, an

increase from \$140,000 on other recent years. In 1927 dividends on the old stock took up \$140,000, bonuses paid \$52,500, and accrued interest on payments on account of new stock issue \$4,797.

After payment of dividends surplus for the year was \$75,621, which increased accumulated surplus to \$749,140. A year ago the year's surplus was \$38,519 and two years ago it was \$18,735.

Total assets increased from \$6,988,926 in 1926 to \$8,064,024 in 1927. Net working capital works out at \$594,352, this comparing with \$567,313 last year and \$578,362 two years ago. Current assets amount to \$2,127,241 against current liabilities of \$1,232,889, both items showing gains over other recent years. Depreciation

reserve has been increased to \$1,167,752 against \$1,017,752 a year ago. General reserve continues at \$500,000, and added to accumulated surplus makes a total of \$1,249,140. Investments are somewhat greater at \$2,226,339. Property account rose to \$3,646,735 against \$3,157,019 last year.

Empire Mining and Metallurgical Congress

MANY eminent mining engineers and metallurgists from all parts of the British Empire and the United States have signified their intention of attending the second (triennial) Empire Mining and Metallurgical Congress, which will commence in Montreal on August 22. The Congress will spend two days in Montreal, with technical sessions at the Windsor Hotel, terminating with a banquet at the Windsor on the evening of August 23. Following the banquet the delegates will make tours in special trains of the principal mining districts of the Dominion, tour "A" to the Pacific and tour "B" to the Atlantic and Newfoundland. Both tours will be together throughout Ontario until Cochrane is reached, at which point they will separate.

In Eastern Canada the mining districts to be visited include Sudbury, Cobalt, Kirkland Lake, Porcupine, Rouyn, Arvida, Thetford Mines, Moncton, Sydney, and the Wabana iron mines in Newfoundland. In Western Canada the mining districts visited include Turner Valley, Lethbridge, Crow's Nest Pass, Kimberley, Trail, Princeton, Britannia, Cadomin and Edmonton.

The prospect of seeing the important mining centres in Canada, under the auspices of the Congress, has attracted the attention of a large number of Canadian and American business men, who are availing themselves of this opportunity of gaining first-hand information concerning the mineral industry of the Dominion. Particulars of the tours and copies of the programme may be obtained from the General Secretary, at 623 Drummond Building, Montreal.

Investment Bankers to Meet in Seattle

THE Investment Bankers' Association of America are to hold their sixteenth annual convention at Seattle, Washington, September 25th to 30th inclusively. Last year's convention, it will be recalled, was held at Quebec. It is expected that quite a number of the Canadian group will attend the 1927 sessions on the coast.

Court Condemns Chain Selling Plan

THE Court of Appeals for the District of Columbia has sustained the action of the United States Postmaster General in closing the mails to the Tribond Sales Corporation, reversing the action of the Supreme Court of the District, which had enjoined the Postmaster General from enforcing a fraud order. The Tribond Sales Corporation was a large operator of a so-called chain scheme of selling hosiery. National and local Bureaus assisted in collecting the facts which preceded the action of the Post Office Department. The progress of the case has aroused great interest among many business executives as well as throughout government circles and Better Business Bureaus.

The legal battle between the Post Office Department and the Tribond Sales Corporation started in April, 1925, at which time the Solicitor for the Post Office Department filed charges and gave notice to the hosiery company to show cause why a fraud order should not be issued. On June 2, 1925, the Solicitor General in a report to the Postmaster General on the operations of the Tribond Sales Corporation stated:

"I find that this scheme is a lottery and is likewise inherently fraudulent. I therefore recommend that a fraud order be issued against the Tribond Sales Corporation at New York, N.Y." The fraud order was issued the same day. On June 3rd, the Tribond Sales Corporation obtained from the Supreme Court for the District of Columbia, a temporary injunction against the enforcement of the order, which was followed June 14th by a permanent injunction. The case was promptly appealed by the Department. The Tribond Sales Corporation plan involved the sale of so-called contracts to consumers on the representation that they would obtain \$10.00 worth of hosiery for \$1.00.

In rendering the opinion of the Court, Associate Justice Charles H. Robb says in part:

"Whether a 'contract' holder will get his hosiery for an investment of one dollar, five dollars, eight dollars, or ten dollars depends upon contingencies largely beyond his control. First, there is the requirement that the three 'respective purchasers' to whom he sells the three coupons will in turn remit three dollars each to the corporation for three other 'contracts.' These coupon purchasers may, upon inquiry, ascertain that others are trying to sell

coupons and they may, for this or some other reason satisfactory to them, conclude to forfeit the one dollar paid for the coupon and abandon the scheme. Obviously this is a matter beyond the control of the original 'Receipt Holder' and, as to him, a matter of chance."

The opinion also recites that the Tribond Company started with thirty-six "contract" holders who elected to sell coupons. The tenth progression of a chain, commencing with these thirty-six, might result in 2,125,764 outstanding coupons. In this connection the Court states:

"It is contended that the 'contract' is plain and unambiguous, but in our view it is very adroitly worded, intended to appeal and actually appealing to the credulity and cupidities of those likely to embark upon such a scheme."

And further:

"We are asked to hold that this action of the Postmaster General is so 'palpably wrong' as to amount to an abuse of discretion; in other words, that it has so little basis as to constitute a mere arbitrary exercise of power. What we already have said concerning the nature and effect of this scheme, with its element of chance and insidious appeal, compels a rejection of this contention."

By the decision which is now rendered, the decree of the Supreme Court for the District of Columbia is reversed, with costs, and the cause remanded. Associate Justice Graham dissented from the majority opinion.

Scientific Potato Culture

CANADA'S smallest province, Prince Edward Island, has long been noted for the beauty of its scenery, the fertility of its soil, and the industry of its inhabitants, more than three-fourths of whom are domiciled in rural districts, says the Canadian Bank of Commerce.

Some years ago the province gained further prominence as the scene of successful and profitable fox farming, and it continues to hold first rank in an industry that has invested more than \$8,000,000 in silver foxes.

Within the last five years Prince Edward Island has won fresh renown by the production of certified seed potatoes. The soil and climate of the island are most suitable for the culture of potatoes, but the growers have not been content to raise only the ordinary strains, and they have, by their energy and foresight, established a very high reputation for the quality of two kinds of seed potatoes, the Irish Cobbler and the Green Mountain. In 1918 one carload of these was shipped from the province, while by 1926 Prince Edward Island had become the chief source in America for these varieties, the production in the latter year being about 60% of the total quantity grown on the continent.

The history of this interesting development in what is generally regarded as a commonplace form of agriculture dates back to 1916, when the Dominion Division of Botany demonstrated the benefits of improved methods. These have since been widely adopted and, together with rigid field inspection, have ensured the production of tubers which cut without the usual damage, and produce potatoes with the least possible loss from disease. At present practically every farmer on the island has become interested in improved seed, better cultivation, spraying and increased production. The results have been remarkable, as several farmers have succeeded in producing 275/300 bushels of certified seed potatoes to the acre, and the financial returns from sales in a wide market have proved to be well worth the attention that has been given to these improved methods. A co-operative association sells the seed potatoes under a registered trademark and the organization has at its command the services of Mr. J. W. Boulter, a Dominion Government representative, who has devoted much technical skill and energy to the interests of the growers.

It is expected that this year about 16,000 acres will be planted with certified seed potatoes, which should yield approximately 4,800,000 bushels. The progress made in this branch of agriculture is an example of the value of enterprise and of adherence to high standards and has been of great benefit, not only to the farmers of Prince Edward Island, but to growers in many other parts of the continent.

OVER 1,500 LAKES IN ALGONQUIN PARK

For those who seek a new, more fascinating and wonderful spot in which to spend their precious vacation days, this summer, there is, close at hand, a glorious playground of 3,000 square miles—a land where cool northland lake waters meet sandy shores or great green forests, where mankind allows his kindred of the wild to roam their shady trails and favorite haunts unmolested, where the air is pure and fishing good—it is Algonquin Park, some 2,000 feet above sea-level in the Highlands of Ontario.

Here are over 1,500 lakes and a veritable maze of beautiful streams where there are countless ideal camp sites, summer hotels, cottages and boarding houses. Highland Inn, Nominigan Camp and Camp Minnessing offer unexcelled accommodation. For booklets and information apply to any Canadian National Railways Agent.

Dominion and Provincial
Government Bonds
Municipal Bonds
Public Utility
and
Industrial Financing
Foreign Issues Quoted

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MONTREAL OFFICE: 189 St. James Street
Established 1901
E. R. WOOD, President
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The Willison Neely Corporation Limited

DEALERS IN
Canadian Government, Municipal and
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CANADIAN PACIFIC BUILDING TORONTO
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Be sure your WILL is made, naming a strong TRUST COMPANY as your EXECUTOR

Ask for Booklet, "The Corporate Executor"
CAPITAL ISSUED AND SUBSCRIBED \$1,172,500.00
PAID-UP CAPITAL AND RESERVE \$1,250,130.16
THE IMPERIAL CANADIAN TRUST CO.
EXECUTOR, ADMINISTRATOR, ASSIGNEE, TRUSTEE, ETC.
Head Office: Winnipeg, Canada. Branches: Saskatoon and Calgary.

The WABASSO COTTON COMPANY LIMITED

ANNUAL REPORT, 1927

DIRECTORS

W. G. E. Aird, Three Rivers, P.Q. Wm. Hartly, J., Kingston, Ontario.
R. N. Ball, Woodstock, Ont. Hugh Mackay, K.C., Montreal, P.Q.
Wm. I. Gear, Montreal, P.Q. Jas. W. Pyke, Montreal, P.Q.
C. R. Whitehead, Three Rivers, P.Q.

OFFICERS

C. R. Whitehead, President & General Manager.
Jas. W. Pyke, Vice-President.
Jas. R. Ritchie, Secretary-Treasurer.
W. G. E. Aird, Three Rivers, P.Q., Manager.

Directors' Report to the Shareholders

GENTLEMEN:—We have pleasure in submitting herewith Balance Sheet as at 30th June, 1927, together with Profit and Loss Account for the year ending that date. The result of the year's operation is fully set forth in the appended Profit and Loss Account, from which it will be observed that, after making provision for all charges, including Bond Interest and Sinking Fund, and setting aside \$150,000.00 for depreciation of Property and Plant, the net profit amounted to \$272,917.57. From this there have been paid during the year, dividends at the rate of Four Dollars (\$4.00) per share, amounting to \$1,000,000.00. Bonuses at the rate of One Dollar and Fifty Cents (\$1.50) per share, amounting to \$250,000.00, and \$4,797.00 interest on cash received on account of New Stock Issue has been added, and the balance of \$75,621.57 has been added to the Surplus.

At a Special General Meeting of the Shareholders held on the 24th day of February, 1927, a Resolution was passed authorizing increase of Capital Stock by 50,000 shares of no par value, of which 17,500 shares of no par value were issued to the Shareholders of record of 15th March, 1927, at a price of \$50.00 per share, payable in six equal instalments, last payment being due issue of the new stock have been used or are available for plant extensions and the general purposes of the Company.

In submitting the Balance Sheet, your Directors feel that the results they are able to present should be very satisfactory to the Shareholders. Respectfully submitted on behalf of the Directors,
(Sd.) C. R. WHITEHEAD, President.
Three Rivers, Que., July 29th, 1927.

BALANCE SHEET As at 30th June, 1927

ASSETS	
CURRENT ASSETS—	
Cash on hand and in Bank	\$ 52,768.98
Victory Bonds, Call Loans, etc.	200,000.00
Accounts Receivable and Bills Receivable	611,651.00
Goodwill	11,941.65
Doubtful Debts	625,192.87
Inventory of Raw Cotton, Stock, Supplies, Chemicals, etc.	829,428.07
CASH IN HANDS OF TRUSTEE FOR SINKING FUND	\$2,122,241.07
PROPERTY—	
Real Estate, Buildings, Plant, Machinery, etc.	13,709.73
INVESTMENTS—	
Bonds of St. Maurice Valley Cotton Mills, Limited, at Cost	41,794.53
Bonds of Wabasso Cotton Company, Limited, at Cost	8,065.12
Bonds of Shawinigan Cotton Company, Limited, at Cost	47,680.00
Stock of Shawinigan Cotton Company, Limited, at Cost	98,660.00
Sundry Investments at Cost	55,720.00
Placed as Collateral Security for \$750,000.00, 20 year, 7%	253,719.65
Bonds of St. Maurice Valley Cotton Mills, Limited, at Cost	722,619.00
12,500 Shares of \$100 each of St. Maurice Valley Cotton Mills, Limited, Common Stock, being the whole issue	1,250,000.00
	1,972,619.00
DEFERRED CHARGES—	
Bond Discount and Unexpired Insurance	2,236,338.65
	50,000.07
	\$8,064,024.48

LIABILITIES	
CURRENT LIABILITIES—	
Accounts and Bills Payable	\$ 601,717.31
Bank Loans, secured by Cotton and Victory Bonds	200,000.00
Operating Expenses, Accrued Wages, etc., and Reserve for Government Taxes	268,432.89
Bond Interest Accrued	11,941.65
Unclaimed Wages	2,500.00
Dividend and Bonus payable 2nd July 1927	1,500.00
Accrued Interest on New Stock Payments	4,797.00
ST. MAURICE VALLEY COTTON MILLS, LIMITED—	
First Mortgage 6% Bonds Due 1st June, 1947	488,646.24
Authorized and Issued	1,000,000.00
LESS Redeemed for Sinking Fund	15,000.00
Held in Treasury	188,000.00
MORTGAGE AND COLLATERAL TRUST SINKING FUND 7% BONDS, DUE 1st MAY, 1942—	
Authorized and Issued	750,000.00
LESS Redeemed for Sinking Fund	74,000.00
RESERVE FOR MORTGAGE AND COLLATERAL TRUST SINKING FUND	676,000.00
LIABILITIES TO SHAREHOLDERS—	
Authorized: 105,000 Shares of No Par Value Issued: 35,000 Shares—fully paid	1,750,000.00
17,500 Shares on which has been paid up	862,888.00
	\$2,352,888.00

SURPLUS—	
RESERVE	\$300,000.00
PROFIT AND LOSS ACCOUNT—	
Balance at per Statement attached	\$740,139.50
	1,249,139.50
	\$3,002,027.50
	\$8,064,024.48

CONTINGENT LIABILITIES	\$165,710.00
To the Shareholders of The Wabasso Cotton Company, Limited, Three Rivers, Que.:—	
We have examined and audited the Books and Accounts of The Wabasso Cotton Company, Ltd. for the year ended 30th June, 1927, and we are of opinion that the accompanying Balance Sheet is properly drawn up so as to exhibit a true and correct view of the state of the Company's affairs, according to the best of the information and explanations given to us, and as shown by the Books of the Company.	
The various investments held by the Company have been verified by us by personal inspection or by certificates from the depositaries.	
The inventory of Stock on hand has been certified by responsible Officials of the Company, and have been valued on a conservative basis.	
Verified as per our report of this date.	
RIDDIE, STEAD, GRAHAM & HUTCHISON, C.A., Auditors.	
JAS. W. PYKE, C. R. WHITEHEAD, Directors.	

PROFIT AND LOSS ACCOUNT For the Year Ended 30th June, 1927.

Profit for the year ended 30th June, 1927, after deducting all Manufacturing and other Charges and Expenses, also provision for Income War Tax, but before providing for Depreciation, Bond Interest and Sinking Fund	\$436,920.47
Interest on Investments	\$2,041.67
	\$538,962.14
Depreciation on Property and Plant	\$150,000.00
Bond Interest	98,284.53
Sinking Fund	18,760.00
	\$266,044.53
NET PROFIT	\$272,917.57
ADD Balance at Credit 30th June, 1926	\$75,621.57
	\$948,439.50
DEDUCT Dividends for the year at the rate of \$4.00 per share	\$1,000,000.00
Bonuses for the year at the rate of \$1.50 per share	\$250,000.00
Accrued interest on payments on account of New Stock Issue	4,797.00
	\$1,254,797.00
BALANCE AT CREDIT CARRIED TO BALANCE SHEET	\$740,139.50

Montreal, 29th July, 1927. Verified:—
RIDDIE, STEAD, GRAHAM & HUTCHISON, C.A., Auditors.

ASSOCIATED ALL-CANADIAN INSURANCE COMPANIES

The Toronto Casualty Fire & Marine Insurance Company

HEAD OFFICE: TORONTO
President: G. LARRATT SMITH
General Manager: A. E. DAWSON.

Merchants' and Employers' Guarantee and Accident Company

HEAD OFFICE: MONTREAL
President: J. H. FORTIER
Managing Director: A. E. DAWSON.
General Manager: J. H. PIGEON.

Canadian General Insurance Company

HEAD OFFICE: TORONTO
President: W. W. EVANS
General Manager: A. E. DAWSON.

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Good insurance salesmen can always find a place with our growing organization. Write for full particulars.

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Underwood

This one goes with you
anywhere to do your work

Weights but ten pounds.
Has the same keyboard
as the office Underwoods.
Costs less than half as
much. See the coupon.

United Typewriter Company, Limited
135 Victoria Street, Toronto 2.

Tell me all about the new Portable Underwood
and how I can buy it for a little now and less
monthly.

Name

Address

QUEEN'S PARK PLAZA

ISSUE OF

UNITED First Mortgage BONDS

\$875,000

Dated July 2, 1927.
Serial Maturities.

Interest due semi-annually,
July 2 and Jan. 2.

Interest coupons payable in
Toronto, Windsor, Detroit
or New York.

Denominations, \$50, \$100,
\$250, \$500 and \$1,000.

TRUSTEES: The London
& Western Trusts Co., Limited,
London, Ontario.

Price: Par and accrued
interest.

Write us (without obliga-
tion) for circular giving
full description of the prop-
erty and bond issue.

UNITED BOND CO., LTD.

297 Bay Street
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Imperial Bank Building
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Please forward without obligation
your booklet and information about
issues of First Mortgage Bonds
now being offered.

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Salesmen Wanted
For Nationally known
Watch Manufacturer

A large Nationally known concern,
selling a Nationally advertised
line of watches in both United
States and Canada, requires the
services of several men for Canadian
Territories. The men we
employ will be around thirty years
of age, aggressive, hard-working,
now earning substantial salaries
as salesmen but seek a bigger field
for their own development. Jew-
elry experience is not essential.
Answer in full, giving complete
details. Your letter will be treated
with strictest confidence. Address
Box M.

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698 St. Catherine St. West, Montreal

G. A. STIMSON & Co.

Limited. Est. 1883

The Oldest
Bond House in Canada

300 Bay Street — Toronto

BANK OF MONTREAL

NOTICE is hereby given that a
DIVIDEND of THREE per cent.
upon the paid-up Capital Stock of
this Institution has been declared
for the current quarter, payable on
and after THURSDAY, the FIRST
day of SEPTEMBER next, to Share-
holders of record of 30th July, 1927.

By order of the Board,
FREDERICK WILLIAMS-TAYLOR
General Manager,
Montreal, 19th July, 1927.

Associated Gas and Electric Company

61 Broadway, New York

Dividends

The Board of Directors has declared
the following quarterly dividends pay-
able October 1 to holders of record
August 31, 1927:

Dividend No. 25

Original Series Preferred Stock—
\$7.50 per share in cash or 2.67 1/4%
of a share of Class A Stock for each
share of Preferred Stock held.

Dividend No. 9

\$7 Dividend Series Preferred Stock—
\$1.75 per share in cash or 4.57 1/4%
of a share of Class A Stock for each
share of Preferred Stock held.

The stock dividend is equivalent to
over \$4.32 per share per annum for
the Original Series as compared with
the cash dividend of \$3.50 per share,
and over \$7.56 per share per annum
for the \$7.50 Dividend Series Preferred
Stock.

M. C. O'KEEFE, Secretary.

Alberta Bituminous Sand For Paving Purposes

By S. C. Ellis

AN EXTENSIVE deposit of bituminous or asphaltic sand occurs in the vicinity of Fort McMurray in the northern part of the Province of Alberta, Canada. From time to time, during recent years, references to this deposit have appeared in official publications issued by the Mines Branch, Department of Mines, Ottawa.

Commercial production from the above deposit has not so far been undertaken. Until quite recently the absence of adequate rail transportation and financial conditions which have prevailed in Western Canada during the years immediately following the war have militated against such development. It now appears, however, that commercial development may be anticipated in the near future. The use of the bituminous sand for roadmaking purposes has meanwhile been under consideration by the Mines Branch as well as by the Research Council of Alberta. In 1915 the first street surfaces—including bitulithic, bituminous concrete and sheet asphalt mixtures—were laid in Edmonton, Alberta, with entirely satisfactory results. In 1926 the bituminous sand was used for the first time on a commercial scale in the surfacing of highways. This work was initiated by the Parks Branch, Department of the Interior, and was carried out in co-operation with the Mines Branch, Department of Mines. The latter organization mined and shipped the bituminous sand and undertook all work in connection with the preparation of the wearing surface mixtures. The two and one-half mile section of highway to be surfaced extends from the town of Jasper, Alberta, to Jasper Lodge, a summer tourist hotel operated by the Canadian National Railway System. Traffic during summer months may be described as fairly heavy. During 1926 it was equivalent to upwards of five hundred motor cars per day, in addition to a fleet of two-ton motor trucks operated by the Parks Branch. During the past three years the road has been repeatedly re-surfaced and gravelled, and is now equivalent to a fairly well compacted macadam.

In the United States bituminous sand and other rock asphalts have been successfully used for road surfacing for many years. For the manipulation of these materials, two general types of mixers have been developed, viz., those which are internally heated and those which are externally heated. For the work at Jasper an internally heated plant was designed and constructed at a cost of about \$2,000, and the operation of this unit was entirely satisfactory. The plant consists essentially of two mixing drums six feet in diameter, and an oil fired two compartment combustion chamber. Bituminous sand and clean aggregate fed from an overhead platform are heated by the blast from the combustion chamber. First cost of plants of this type is low, and heating and mixing costs apparently not higher than those which prevail with the standard mixing equipment now used in Western Canada. A report describing in some detail construction and operation of the Jasper plant will be issued shortly by the Mines Branch.

Owing to various unavoidable delays, paving work was not commenced at Jasper until October, 1926. This, together with unseasonable weather, prevented completion of the paving program. It is expected that the surfacing will be completed during the season of 1927. Work referred to above was carried out by S. C. Ellis, who has been in charge of the bituminous sand investigation since 1913.

The Route of the Fur Pack

To those who know and admire the skins of fur-bearing animals only in the finished state as they appear for sale in the form of garments, the tale of their progress from the time the pelt is taken in the unpeopled areas of Canada may prove of interest.

The skins are first taken by the trappers, then by dog team to ordinary posts, from these to base posts, from base posts to depots, from depots to steamer or train, and these bring the furs to London, Montreal, New York and large fur centres. Supplies go the reverse way. The railways have revolutionized conditions in transportation.

The collections of fur from the MacKenzie district are now mainly centred at Edmonton, Winnipeg is now the chief distributing point for the Hudson's Bay Company, although Moose Factory and other posts on Hudson's and James' Bays are visited once a year (as formerly) by vessels from London, Montreal collects the furs of the Ottawa Valley and the Quebec hinterland and receives the bulk of the supplies.

The trapper and his place in the fur industry must be first considered. He traps the animals and procures its pelt and it is next in order for

him to find a purchaser. The collector of fur skins, through his knowledge of local conditions and intimate relations with the trapper, has an important place in the fur industry. In purchasing and shipping the skins he buys, he performs a service to the trapper as well as to the large collecting houses in the cities. When his collections arrive at these centres they are sorted and graded and divided according to sections. These receiving houses are the third step of the skin on its way and through them the fur dealer gets the various grades and kinds of furs they require to supply the fur manufacturer. There follows, then, the dressers and dyers, the manufacturer, jobbers and lastly the retailers. These being links in the chain as at present constituted, are entitled to a measure of profit, and thus the spread between the trapper and the purchaser who buys from the retailer is of necessity considerable.

There is still much to do, however, from an educative viewpoint in order that the farmer-trapper and others may partake to the greatest possible degree of the value of Canada's yearly take of furs. Lack of proper information relative to the handling of raw furs is responsible for a very considerable loss in the value of furs taken. According to a statement by the National Resources Intelligence Service of the Department of the Interior at Ottawa, as much as 30 per cent. of the pelts arriving at the raw fur markets and collecting houses fall into the unprofitable class due to the taking of unprime pelts or improper methods in skinning—stretching, drying and shipment of raw pelts. The importance and need of education regarding the preparation of pelts cannot, therefore, be too greatly stressed.

ACROSS THE PRAIRIES ON "THE CONFEDERATION"

"The Confederation," Canadian National's Jubilee Train between Toronto and Vancouver, is becoming widely noted for the super-excellence of its service.

Continental travellers are finding the personal attention given, the dining service and the equipment more than satisfying to their expectations of the highest type of service.

The train leaves Toronto every night at 9:00 P.M. and arrives in Vancouver four days later at 9:00 in the afternoon. Full information and reservations from any Canadian National Agent.

Your Goods

This Man is an Insurable Asset of Yours!

He is your "Customer," or so you think. He "buys your goods," — but is he not just as much the "Custodian" of your goods as a Customer of your House?

Did you ever realize that you have a direct financial interest in this man's life — that the law would agree you have an "insurable interest"? Why let this risk go uncovered? If he died you would surely lose. His other creditors would step in, and with everybody reaching for their money overnight, your account against him might be classed with the doubtful ones.

Has he a "solvent" estate — is there a commercial protection policy on his life as well as fire insurance on the stock you have sold him?

Your important customers should carry life insurance to make your position secure. If you would like to discuss this important matter with us, we will gladly advance some valuable suggestions.

Canada Life Assurance Co.

Head Office: TORONTO, Canada

Below: The Model Bakery, R. E. Cook, Proprietor, Ridgetown, Ont., operates this attractive "Special Delivery" Truck.

St. James' Water Power Co., For Wilkie District, Supt., Beaver District

HERE, there, and all over Canada—count the Internationals on the road! And, especially, notice how fast the thrifty "Special Delivery" is going into the hauling service of representative Canadian firms.

Laundries and flower shops, warehouse firms and creameries, grocery stores and bakeries, telephone companies and feed stores—all are finding real hauling economy in the 3 1/2-ton "Special Delivery," the smallest truck in a line that ranges up to the big 5-ton, Chain-drive Heavy Duties.

The "Special Delivery" is a 100% truck, built from the ground up for a long life of light, fast hauling. No compromise with passenger-car design here. Engine, clutch, transmission, springs, frame, rear axle, all are built to truck specifications. All are essentials of a good sturdy truck, and that is what you will find this truck to be. Easy riding, easy handling, speedy transportation at low cost.

Study the "Special Deliveries" on this page and read the letter at the right, above, then pick any owner at random and ask him for his International experience. We will mail you complete information concerning this or any other International upon request.

INTERNATIONAL HARVESTER COMPANY
HAMILTON, OF CANADA LTD. CANADA

INTERNATIONAL TRUCKS

Above: J. H. Speers & Co., dealers in feed at Saskatoon, Sask., find this fleet-footed "Special Delivery" a great aid to their business.

Above: The "Special Delivery" with this type of body ably meets the hauling needs of laundries, dry cleaning plants, etc.

Above: A beautiful truck that is thrifty, too. An International "Special Delivery" owned by Wilshire Bros. florists, Montreal, Que.

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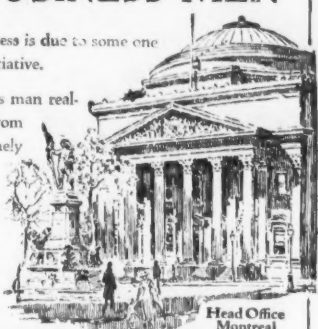
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HELPING BUSINESS MEN

ALMOST every business success is due to some one individual's ability and initiative.

Yet every successful business man realizes, too, the value of help from his bank in the way of timely credit and dependable business counsel.

The Bank of Montreal is constantly playing a vital part in the story of many a business success.



BANK OF MONTREAL
Established 1817

Total Assets in excess of \$780,000,000



More than 200,000 Motorists Say — "It's the Perfect Lubricant"

The mass judgment of 200,000 Canadian Motorists is that "Marvelube is the finest of all motor oils."

These motorists own every known make of automobile and operate their cars under the varying conditions found in various parts of the Dominion. Thus, Marvelube has been put to the test—and has proved beyond all possibility of argument, its ability to stand up under the most severe conditions of heat and wear to which an automobile can be subjected.

Wholesale endorsement such as that furnished by 200,000 users should be sufficient to indicate the advisability of your trying this oil which others have found to give so outstanding an improvement in the lubrication of their cars.

Try a trial crank case filling. You will note improved operation almost immediately. The wear-reducing qualities will be proved with equal certainty after you have used Marvelube over a few months of operation.

IMPERIAL OIL LIMITED

Marvelube

MOTOR OIL

Investment Experts

Advise the purchase of safe Bonds as the foundation of one's investment structure. "CANADA PERMANENT" Bonds, in addition to being an absolutely safe security, are issued as required by investors, for periods and in sums to meet the needs of each individual. Investments in these Bonds considerably exceed \$25,000,000.00.

They are at present being issued bearing interest at

FIVE PER CENT.

per annum, payable half-yearly. Compared with the yield obtainable on other high-grade securities and having in mind the trend towards lower yields, this is an attractive rate of interest.

Please call or write for folder giving full particulars of the Bonds of Canada's premier mortgage corporation.

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14-18 TORONTO STREET, TORONTO 2.
ESTABLISHED 12 YEARS BEFORE CONFEDERATION

F. J. Crawford & Co.

MEMBERS STANDARD STOCK & MINING EXCHANGE

Mining Stock Specialists

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Adelaide 6705

Toronto

Two National Radiator Issues Offered

TWO interesting issues of securities of the National Radiator Corporation are now being offered for Canadian participation by A. E. Ames and Company, Limited, one consisting of \$12,000,000 of 6½ per cent. sinking fund debentures, to mature August 1, 1947, and the other of 60,000 shares of \$7 cumulative convertible preferred stock of no par value.

The National Radiator Corporation, which has been organized under the laws of Delaware, will be the second largest manufacturer in the world of steam and hot water radiators and cast iron boilers for heating purposes when it has acquired, as is now being done, the assets and businesses of the following six companies: National Radiator Co., Niagara Radiator & Boiler Co., Continental Heater Corporation, Utica Heater Co., Gurney Heater Manufacturing Co. and Union Radiator Co.

The products of these companies fulfill the heating requirements of all kinds of buildings, from small dwellings to large apartments, office buildings, schools, churches, hotels, theatres, etc.

The corporation's capital to be presently outstanding, is as follows:

\$12,000,000, 6½ per cent. sinking fund gold debentures, due August 1, 1947	60,000 shares \$7, cumulative convertible preferred stock (no par value) and 270,000 shares common stock (no par value.)
In addition, the authorized capital includes \$4,000,000 debentures, 30,000 shares preferred stock, and 230,000 shares common stock. Part of this last is 180,000 shares to be reserved for conversion of preferred stock. The debentures are to constitute the sole funded debt of the corporation.	

Earnings available for interest, after depreciation, but before Federal taxes, of the six predecessor companies for the four years ended December 31, 1926, were as follows:

1923	\$2,456,076
1924	3,405,763
1925	3,488,980
1926	3,472,184

This shows average annual earnings available for interest for the four-year period of \$3,205,751, which is 4.11 times annual interest requirements. For 1926 they were 4.45 times.

Net earnings after interest on the 6½ per cent. debentures and Federal income taxes at present rates, applicable to preferred stock dividends for the four years ended December 31, 1926, were as follows:

1923	\$1,449,806
1924	2,271,285
1925	2,343,268
1926	2,328,739

From this it is seen that net earnings applicable to preferred stock dividends for the year 1926 equalled 5.5 times the annual dividend requirements, while for the four years, the average annual earnings were about five times such requirements.

Net tangible assets, as against the debentures are given as approximately \$18,000,000, while the total current assets of \$107,2547 compare with \$1,478,061 of total current liabilities, a ratio of over 7¼ to 1.

There is provided a sinking fund for the debentures on the basis of paying off the entire issue by maturity.

General Motors to Split Stock

DIRECTORS of the General Motors Corporation have called a meeting of stockholders for September 12 to take action on a proposal to change the outstanding capitalization from 10,000,000 shares of no par value to 30,000,000 shares of \$25 par value, after which stockholders will be given two shares of \$25 par stock for each share of no par now held. The stockholders will be asked to approve amendments to the charter reducing the authorized six per cent. cumulative preferred stock from 161,834 shares to 17,449 shares and the six per cent. debentures from 608,010 shares to 25,949 shares, or the amounts actually outstanding.

Offering of General Combustion Shares

ANNOUNCEMENT is made of the public offering by MacIntyre & Company, Ltd., Montreal, of 35,700 shares of capital stock of General Combustion Company, Ltd. This represents the unallotted balance of a total issued capital of 70,000 shares, the other 34,300 shares having been taken up privately and by directors of the company. The offering to the public is being made at par value, \$10 per share.

This company is a merger of another company of the same name and the acquisition, through purchase of outstanding funded debt, of the National Manufacturing Company, Ltd. The company, which operates plants at Brockville and Ottawa and warehouses at Edmonton and Regina, owns patent rights, both for Canada and the U. S., on "Radio" and "Radex" furnaces, which by virtue of special design, are claimed to represent the latest development in domestic heating.

Other patents owned or optioned by the company, and additional products of the plants, consist of industrial heating plants, combustion systems, heating boilers, fire extinguishers, plumbing fittings and pump tanks. Efforts are being made to build up a market for the products of the company in the United States—more especially in connection with the "Radio" and "Radex" furnaces, and it is planned to erect a plant in the States to look after the demand from this source.

Estimates of anticipated turnover in the various lines manufactured by the company are said to indicate probable earnings for the first year of operations of \$134,600 after deducting selling costs and all overhead charges.

The directors of the company are Milton L. Hersey, president; Norman M. Campbell, vice-president; H. Beverley Robinson, H. H. Vaughan, Jules Crepeau, B. W. Phelps and J. W. Bell. It is stated that application will be made in due course to list the shares of the company on the Montreal Stock Exchange.

Standard Chemical Changes Approved

THE readjustment of the capital structure of the Standard Chemical Company, Limited, outlined in these columns some time ago, has now been approved by the shareholders at a special meeting. By the arrangement the 37,500 shares of 7 per cent. cumulative preference stock will be converted into a like number of shares of no par value, and the 12,500 shares of common will be replaced by 1,250 shares of no par value, giving the company one class of stock only. For the purposes of the exchange fractional certificates will be issued to holders of the common stock where necessary.

CONVENIENT SERVICE TO MUSKOKA LAKE POINTS VIA BALA

Canadian Pacific Resort Train leaving Toronto 4.30 p.m. Fridays, for points Toronto to Pointe au Baril arrives Bala 8.20 p.m., where connection is made with Muskoka Lakes Navigation Company steamer leaving Bala wharf 8.30 p.m. for Port Carling.

Week day train for Sudbury leaving Toronto 10.40 a.m. arrives Bala 2.17 p.m. and makes connection with steamer leaving Bala wharf 2.20 p.m. for Beaumaris, Port Carling, Royal Muskoka, Rosseau, Port Sandfield and other points.

Full information regarding special week-end and other fares, train schedules, etc., from Canadian Pacific Agents.

New Issue

Offering of Capital Stock

General Combustion Company, Limited

IN SUCCESSFUL OPERATION SINCE 1919

34,300 Shares having been underwritten privately, we offer for public subscription the unallotted balance of

35,700 Shares at \$10 per Share
Subject to advance in price

An opportunity of sharing in the profits of one of Canada's most promising industrial enterprises

DIRECTORS

MILTON L. HERSEY, M.Sc. LL.D., President, Milton Hersey Co., Ltd. President, Canadian Marconi Co., Ltd. Director, Quebec Power Co., Ltd. Director, Canadian Tube & Steel Products Ltd. Director, Maritime Fish Corporation Ltd. Harbour Commissioner, Port of Montreal.

NORMAN M. CAMPBELL, B.Sc. Vice-President, Engineering Equipment Co. Limited.

H. BEVERLEY ROBINSON, President, H. B. Robinson & Co., Ltd. Director, Wolthausen Hat Corporation.

H. H. VAUGHAN, Director, Dominion Bridge Co., Ltd. Director, Canadian Tube & Steel Products, Ltd.

JULES CREPEAU, Director of Departments, City Hall, Montreal.

R. W. PHELPS, Industrial Expert.

J. W. BELL, Industrial Engineer.

ONE of the outstanding developments that has taken place in the domestic heating field in recent years is represented by "Radio" and "Radex" Furnaces manufactured by the General Combustion Company, Ltd. These furnaces are constructed to burn the cheaper grades of coal which makes for economy of operation, while the cost of manufacturing them is considerably lower than the standard makes. These two advantages have contributed to their popularity with users everywhere and accounts for the growing number in use.

VAST U.S. MARKET

In addition to supplying the Canadian market plans are now being completed to cultivate the United States field. A vast new territory is thus opened up that is capable of tremendous development with potentialities of large profits accruing to the company. The company's plant at Brockville also manufactures fire extinguishers, of which over 100,000 have been sold, and a number of other products including certain makes of industrial furnaces as well as a large range of fittings for the plumbing trade.

A satisfactory market has been established for the company's output in Canada during the period since 1919 and now, under the aggressive sales plan that has been mapped out, sales in Canada, to which will soon be added sales in the United States, will without doubt show steady increases.

WORLD WIDE DEMAND FOR PRODUCTS

Included among the list of users of the company's products are: Steel Company of Canada; C.N.R.; C.P.R.; Page Hersey Tubes, Ltd.; Can. Steel Foundries, Ltd.; Crane Limited, Canada Grip Nut Co. Ltd.; Can. Tube & Steel Prod. Co. Ltd.; B. J. Coughlin Ltd.; Govt. of B.C.; Mitzui Company, Tokyo, Japan; New Zealand Government Railways.

The Company's factories at Brockville and Ottawa are owned outright. There are no mortgages or other bonded indebtedness ahead of this issue which ranks as the first obligation and first charge on assets and dividends of the company.

EXCEPTIONAL PROFIT POSSIBILITIES

An investment in the capital shares of General Combustion Company, Limited, thus shares to the fullest extent in the larger profits that the company should be able to show under the experienced management and strong Board of Directors that has now taken charge of company's affairs.

We believe this issue of capital shares is an investment possessing unusual possibilities. We believe it is an investment that should appeal to the investor who is looking for an opportunity to participate in the larger earnings of a company that has had a successful record in the past and which will undoubtedly build up an even more successful record in the future.


Application will be made in due course to list these shares on the Montreal Stock Exchange and thus provide an open market for the Company's securities.

If you would like to know more about the General Combustion Co., Ltd. and the opportunities afforded by an investment in its capital stock, write us. Complete information is at your disposal.

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—are very moderate. Indeed, when considered relative to the expert services rendered as Executor of your Will and the efficient administration of your estate, the Trust Company's charges are surprisingly small. Moreover, these charges are not set by us except in cases of special work or by arrangement—but they are fixed by the Courts when auditing our accounts—and are based on the amount of funds handled—the nature of the assets,—and the duties performed.

The fact that the assets now under administration by this Corporation exceed \$159,090,000 is a recognition of the value of its services to Clients, as well as a tribute to the confidence they repose in its administration.

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SATURDAY NIGHT

WOMEN'S SECTION



TORONTO, CANADA, AUGUST 20, 1927



PARRSBORO DOCK
Which stands on dry land when the tide slips out to see what the Bay of Fundy is doing.

I Meet the Nameless Admiral

By Madge Macbeth

PARRSBORO was a distinct surprise. But then, so many places surprise one when one travels.

It was familiar to me only as a necessary part of a trip across the Minas Basin—a three hour delight, as it proved, that many people call "a sail". I had read somewhere, that Governor Parrsboro inspired the name, but beyond that my mind was open. And how generously it was filled!

Almost opposite Grand Pre, the background of Longfellow's *Evangeline*, lies Parrsboro. It is probable that roads from somewhere lead into it and roads to somewhere lead out of it, but with them I have no immediate concern. The proper way to reach the place is by steamer from Wolfville.

The tide rather than the clock governs your activities in much of Nova Scotia. There is an element of pleasurable hazard in the variability of that miracle of Fundy. If you caught a boat, took a drive or strolled along the shore one day at four o'clock, the only certainty is that you would not do so at that hour the week following. Naturally, there is an inevitableness about the tide, too, but somehow it's easier to bear than the monotonous on-coming hour. High tide is not always twelve o'clock, which is always high noon. At any rate, time doesn't seem to matter so much in Nova Scotia. There is leisure to drink in the charm of rambling mountains and flowing valleys, full-scented with clover and new-mown hay. You can see that haste is futile in a land whose "Express" is the slow train—because it stops to collect freight (i.e. the things that have been "expressed") at every station!

Therefore, in going to Parrsboro, you watch not the clock but the tide... which must be high. At low tide mowers cut salt hay, their scythes making rhythmic silver circles in the soft moonlight. At low tide, fish are taken from the weirs that weave a tortuous line far out from shore. At low tide vessels lie like drunken monsters on their sides, and sleep. But twelve hours later, there is an amazing change. The fields of hay are completely covered. Only little tables or trestles piled high with "salt grass", tell of the work of the "moon mowers". A few sticks indicate the position of the weirs, while boats of every size and description stir and wake—they stand erect... they move... they swing gallantly out on the lively red water.

Just after breakfast, the Wolfville dock stood on dry land. Rolling fields of brick-colored mud stretched far out from the dykes towards the thin trickle of water that should have been the Cornwallis River. "Why in the world," asked a bewildered tourist, "do they build the wharves so far inland?"



THE NAMELESS ADMIRAL
And then, upon the eve of my reluctant departure, I met the Unknown Admiral.

"Come back at half-past two," suggested the native-born, "and you'll see."

At half-past two, Fundy—*fond de la baie* of the early explorers—had poured its floods into the Minas Basin whose waters had risen (a foot every ten minutes) until they stood almost level with the wharf's floor. Forty-five feet up the piers of the dock they had climbed since breakfast. Watching them recede at the same astounding pace, was like hearing the Voice say, "Let there be land.... Let land arise forthwith, from the sea...."

When high water mark is almost reached, some one on the dock cries, "There she is!" and the Kipawo glides from behind a promontory. Her musical whistle trembles on the air. Bells signal and the engine performs those strange cavortings that bring a ship to pause beside the wharf. Passengers and luggage are put aboard with unconfused haste. Again bells sound. We're off—our course for a time being the same as that which took the Acadians into exile.

Up on the bridge, I went. The sun was bright but it seemed to allow the wind to have everything its own way even to a gentleman's hat which rose suddenly, spun over the wheelhouse and then glissaded gently downwards to the water where it settled lightly as a feather on the laughing waves. Two gulls took immediate possession of it, regarding the ship with an air of ludicrous expectancy, as though waiting for whatever else might come their seaward way.

The gentleman tied his handkerchief over his head and made observations that even the gulls could hardly fail to understand.

The awful person who knows everything began to explain that Kipawo was a Micmac word meaning "boat", when the Captain produced a folder giving the true significance of the name. It is a combination of Kingsport, Parrsboro and Wolfville. Micmac nothing!

On the left, the purple bulk of Blomidon ("Blow-me-down", originally, because of the fierce and ceaseless wind that tortures its stern old crest) thrusts itself into the Basin. Actually, it is a mass of serrated gray rock, whose base is fire-red clay and whose crown is covered with dense scrub.... a sleeping volcano, say the Indians. Along the shore, crystal and amethyst used to be abundant and history records that beautiful specimens found their way by means of the pioneer settlers into a European crown.

Glooscap, the Micmac hero, once lived on Blomidon. Like Kwasind of the Ojibways, Glooscap was a man of might, and he did a good deal towards building up the

neighborhood. For instance, he constructed the Five Islands by hurling rocks at Great Beaver, the hereditary enemy of his people. Glooscap was fond of dabbling in real estate. He is responsible for Partridge Island near Saint John and constructed it in pretty much the same manner as the Five Islands. Why he didn't wring Beaver's neck, it is not for mortal to enquire. Certainly, we benefit by the stones that were flung at him.

"Parrsboro welcomes you to Glooscap's home", is the hospitable inscription on a large archway made of native woods, and marking the limits of the village. Passing beyond, you are headed for Spencer's Island, once Glooscap's kettle. Nearby, two huge rocks proclaim themselves his hounds, squatting on their patient haunches and awaiting their master's return. At Spencer's Island the "Mystery Ship".... *Marie Celeste*.... was built. She was discovered in perfect condition, deserted in mid-ocean. Although there was not a soul on board, there was no sign of conflict or confusion. There was a meal standing ready on the table. Mariners make no attempt to explain the mystery, though the theories of laymen are many and varied.

Some distance beyond Spencer's Island lies Advocate. The drive there is gloriously spectacular, every few miles providing a thrill. The road skirts the Basin most of the way and has as many ups and downs as a busy elevator. And steep! From the summit of a hill, you simply drop into the valley below. It's like roller coasting more than driving in a motor car.

In the opposite direction—that is, Five Island's way—lies Economy. Advocate.... Economy, sound advice, I suppose, but cramping if you want to see half of what is offered by that beautiful country.

Sir Charles Tupper built a home at Parrsboro. Today, it is a summer hotel known as the Ottawa House. On the road above, a lonely grave shrinks beneath a tangle of vines and wild flowers, and marks the resting place of one "James Shannon, Esq." who died in 1812. None seemed to know his history, nor why he sleeps so far from kith and kin. Even Parrsboro's oldest inhabitant could throw no light on the matter although his span of years and amazing memory enable him to speak authoritatively about events that took place when the district was called Mill Village. Old Isiah Elliott is a hermit and a philosopher. He lives in a camp about twenty miles from the centre of Parrsboro, habitually walking the distance and thinking nothing of the achievement. His father covered the eighteen miles between



THE PURPLE BULK OF BLOMIDON
seen from the Kipawo crossing the Minas Basin on the way to Parrsboro.

Economy and Parrsboro at the ripe age of one hundred and eight.

None other than a geologist could do justice to East Bay which lies a few miles beyond the Ottawa House. Indeed, many eminent scientists have visited the spot and made reports thereon. Picture for yourself immense cliffs of naked stone rising sheer from a waste of rocky shore. Their surface, which at one time, when the world was young, must have lain horizontally, is strewn with the imprint of strange and extinct beasts.... here, a claw; there a padded foot. Great slabs of rock have been blasted out and carried away, but latterly further demolition of the place has been prohibited. Those who would read these chapters of the earth's romance, must journey to the spot upon which it was written.

And then, on the eve of my reluctant departure, I met the Unknown Admiral. He was smiling when I found him, although his surroundings were anything but happy. Forgotten was his ship; gone was his command. He was thrust out of sight amid the grimy confusion of a busy machine shop—this fellow, whose supreme delight once used to be the sight of canvas heaving in the breeze!

Whence he had come, whither he was bound, none knew. Years ago, after the fury of a terrible storm, he was picked up in the bay, a drifting figure-head—all that remained, perchance, of some gallant vessel. The cut of his coat and the arrangement of his hair proclaim association with an age more picturesque than ours; even the expression of lofty unconcern is indicative of an earlier era than this—an era when the faces of men were not furrowed by the effort of struggling against life, of getting more out of it than it can give, but were soothed by sailing with the wind, by expecting nothing and being content with what the moment brought. Yes, in the midst of storm the Admiral was at peace.

He was taken from the sea by a departed resident of Parrsboro and borne through the street in a humble scavenging cart. The father of the present owners catching sight of him, asked the rescuer his price for the figure. "Gimme a couple plugs a 'bacca," replied the man, "and this here Capt'n's yours."

The exchange was made and for many years the Admiral stood outside an office door, looking at the masts of ships as they cut patterns against the sky.

Some time after his enforced retirement from the sea, he lost an eye, but this infirmity was more than counterbalanced by the youthful sons of the owner, who removed the remaining optic and inserted tiny electric lights in the Admiral's face. When lighted at night, these gave him a most piquant expression, and by day, he resembled the original of the "goosey eye".

I shall never think of Parrsboro without remembering the Admiral. Despite his wooden frame, he was intensely human, and he represented something that is strengthening to recall. Was he not the counterpart of men who fought the seas with courage and faced death with a smile? Was he not one who picked our Canada from the golden mist of the setting sun and found firm footing for the colonies of coming men?

Melbourne and Mrs. Norton

A Case That Inspired Two Novelists
By Henry Devon

THE plot of George Meredith's famous novel, "Diana of the Crossways", was suggested by the true story of the relations between Lord Melbourne and the Honorable Mrs. Norton. No one needs to be reminded that Lord Melbourne was Prime Minister of England.

Mrs. Norton was Sheridan's grand-daughter—one of Tom Sheridan's beautiful daughters, says T. P. & Cassell's Weekly. One of her sisters became Countess of Dufferin and the other Duchess of Somerset. She herself married a barrister who eventually became Lord Granville. She had many artistic gifts.

She wrote poetry, now forgotten, which eminent critics declared to be Byronic and almost as good as Byron's. She wrote drawing-room songs and novels; she edited, almost as successfully as Lady Blessington, those "Keepsakes" and other annuals of prose and verse which were popular in her period; her function being to persuade her aristocratic friends to contribute to these publications without fee.

Those aristocratic friends of hers were numerous. Her mother, though left very poorly off, moved in exclusive circles, both political and literary. It was at her bijou residence in Story's Gate that young Benjamin

A Picture of Stillness

There is a pool in the convent garden. Still is the amber basin, where no fishes leap, but slowly cruise between the water-lilies in sleepy gold, as those in silver sleep—sleep on and on, their sleep itself a quiet breathing orison. In spring, like four tall monks, the cypresses fold their dark green about their cloistral boughs, while the young birches, those most human trees, so sheltered, take their first and silver vows, and flowers swing their colored censers in fragrance softly opening.

—Humbert Wolfe.

Disraeli was introduced to Lord Melbourne and told him that he hoped to become Premier. Other members of the coterie which gathered there were Edward Bulwer, Thomas Moore, Hook, and Rogers. A career begun under such auspices might well have been happy.

But it was not. Marriage brought unhappiness, and brought it quickly. Norton was a ne'er-do-well. His wife tried to push his fortunes, appealing to her old friend, Lord Melbourne, who was old enough to be her father, to let him have some of the crumbs of patronage which fall from a Prime Minister's table; and Lord Melbourne called on Mrs. Norton to say that he would willingly comply with her request; and he complied with it, making Mr. Norton Divisional Magistrate and Recorder of Guildford.

Norton's post was not a sinecure, but he insisted upon treating it as such. There were complaints of his negligence to which he talked of replying in the columns of the "Times"; and Lord Melbourne wrote to Mrs. Norton asking her to "dissuade him from any public exhibition, and urge him gently to a little more activity in the morning. He might surely, without difficulty, get there by twelve o'clock."

Mrs. Norton passed on the remonstrance, and Norton took it in bad part. He was made still angrier when he failed to receive an invitation to some family gathering of the Sheridans in Wiltshire. He separated from his wife, wounded her in her tenderest spot by taking her children away from her, and in the papers published an insulting advertisement that he would not be responsible for her debts; and the quarrel reached its climax when, in April, 1836, it became known that Norton, in the hope of destroying his wife's reputation altogether, was bringing an action against Melbourne.

The case was heard on June 23, 1836. Lord Campbell, who was Lord Melbourne's counsel, writes about it: "This trial excited more interest than any other since the beginning of the century, with the exception of Queen Caroline's case.... The excitement had spread to foreign courts, for it was known that the fate of a ministry depended on the result, and couriers were held ready to start for the principal courts abroad with the news."

That result was soon known. "The jury"—to quote again from Lord Campbell—"listened with incredulity and disgust to the evidence, and, without requiring to hear a single witness for Lord Melbourne, or without leaving the box, instantly returned a verdict against Mr. Norton."

The evidence, indeed, amounted to nothing at all, being only the evidence of dismissed and suborned servants. The letters are worth quoting because of the inspiration which they afforded to a young reporter in the Court who was destined to become famous. There were three of them, and they ran as follows:

1. I will call about half-past four.
2. How are you? I shall not be able to come to-day. I shall to-morrow.
3. No House to-day. I will call after the levee. If you wish it later let me know. I will then explain about going to Vauxhall.

No more than that.

But the young reporter thought them worth parodying. His name was Charles Dickens. A year afterwards he wrote "Pickwick." The case of "Bardell versus Pickwick" was unquestionably suggested by the case to which he had just listened. On Lord Melbourne's three letters he based Mr. Pickwick's three letters about "chops and tomato sauce," and the superfluity of troubling about the "warming-pan." And the comments of Serjeant Buzfuz on those documents are practically the comments of Sir W. Follett on Lord Melbourne's letters. Follett's remarks about "latent heat in the midst of icy coldness" reappearing in the Serjeant's insistence that the reference to the warming-pan might be "a cover for latent fire."

Emeralds

LONDON West End jewellers and diamond merchants are being besieged by people who, having invested capital in diamonds, are now perturbed by the statement of Sir Ernest Oppenheimer, chairman of the Anglo-American Corporation of South Africa, that unless the output of alluvial diamonds is regulated the time may come when it will not pay to produce diamonds in that country.

To all these anxious inquirers experts return the same answer:

If your diamonds are really fine ones, you have nothing to fear, but if they are only small stones—what are called in the trade *mellees*—you probably do stand to lose, because this is what alluvial diamonds are for the most part.

Mr. W. Ogden, diamond merchant, of King Street, S.W., said:

The real position is that there are not enough fine diamonds for people who want them. At the moment there is an inquiry for a 10-carat stone, and it cannot be supplied in London. That stone will cost the purchaser anything from £200 per carat upwards. Only the other day I sold a diamond at £150 per carat.

Mr. Ogden mentioned that to-day the emerald is the "most precious" of precious stones.

A specimen emerald is worth anything up to £1,000 per carat. Only the other day I sold an extra fine specimen at £1,250 a carat.

In face of these repeated assertions of diamond merchants that the price of good diamonds is not falling, the following letter from a woman correspondent is of interest:

I have just received under a bequest a five-stone diamond ring. Three months ago it was valued in New York for the purposes of probate at £100. To-day in London the best offer I can get for it is £55—a difference of £45 compared with the American probate valuation, which is always understood to be made on a conservative basis, something like 50 per cent. of the real value.

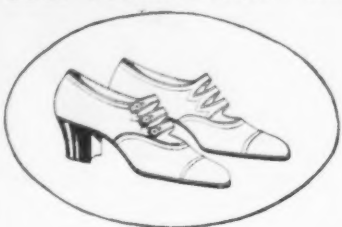
A parallel to the present diamond situation is provided by that of natural pearls as compared with the culture or Japanese variety. "The culture pearl," said a merchant recently, "is generally small and only competes with the small natural pearl, and then not to a great extent. Large pearls are not affected at all in price by this new competition and, indeed, pearls are as popular as diamonds and nearly as expensive."

Words Are Things

But words are things, and a small drop of ink. Falling like dew upon a thought, produces That which makes thousands, perhaps millions, think.

—Byron.

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The Royal Visit

WE are well informed over here as to the various engagements of the Princes and of Mr. and Mrs. Baldwin, and we follow each day the reception and the welcomes which are given so enthusiastically and affectionately. Moreover when we read to-day in the newspapers about Mr. Baldwin's speech at Montreal, and especially that the weather was so hot that the guests removed their coats we were stirred to envy. Here there has hardly been a day when one could have done so without risking a chill, and as to August Bank Holiday to which millions look forward

those fine old Ipswich churches read SATURDAY NIGHT, but I mention this in case.

Musical Names

WE are rather dejected we waited in the railway station for a train to take us back to our temporary abode, and as we waited I felt paid for all by reading the most enchanting names of East Anglian villages and towns. Manningtree, Mark Tey, Mistley, Wabness, Peverel, Diss and Ardleigh. How musical they are, and what images they conjure up of an old and lovely England! Of some of them I know the stations



VISITORS IN CANADA

Sir Thomas and Lady Esmond, who arrived in Montreal recently in the White Star liner "Megantic" to enjoy a fishing and hunting vacation in Canada. Sir Esmond is a senator for life in the Irish Free State. At one time there was a price on his head; and a few years ago his house, built in 1509, was destroyed by rebels.

ward with pleasure, it was a sad story of rain and rain and again more rain.

Of this I can speak with feeling, for, greatly daring, we decided to make a dash for the East Coast and see what Parkeston Quay and Harwich Harbour are like in peace time, and what Ipswich had to say for itself. Alas! that one saw the latter through showers of rain which spoiled the beauty of the old place to some extent, although one could realize its charm and imagine what it was like in fine weather. Pickwick's "Great White Horse" Inn is very attractive, though I fancy the "lounge" was in old days an open courtyard. Now though it is overlooked by windows it is roofed with glass and here motorists sit drinking their cocktails and smoking their cigarettes before moving on in search of fresh adventures and new beauties. The telegraphic address of the Inn is "Pickwick," so you can see that the manager does not neglect old associations. I wonder if he ever turns to Pickwick Papers and reads the description of "The Great White Horse" as Mr. Pickwick, Sam Weller and Mr. Peter Magnus saw it? I looked up the chapter and decided that the inn is much improved since it was described as "rendered the more conspicuous by a stone statue of some rampacious animal with flowing mane and tail, distantly resembling an insane cart-house, which is elevated above the principal door (and still is) . . . Never were such labyrinths of uncarpeted passages, such clusters of mouldy ill-lighted rooms, such huge numbers of small dens for eating or sleeping in beneath any one roof, as are collected together between the four walls of the Great White Horse at Ipswich."

Whatever it may have been like in those days no such description applies now, so if you are in the neighborhood any time during a visit to England just see for yourself what Ipswich, Cardinal Wolsey's birthplace, is like, and sample the excellent lunch served in the clean, pleasant coffee-room of that same "Great White Horse."

I should like to suggest something to the clergy of Ipswich. It is that they keep their churches open for the stray passer-by. No harm is likely to be done, and there are many people who love to turn into an old church to rest and meditate for a season. It seems unlikely that the clergy of

with their beautifully kept gardens bounding the platforms, of others I know their fields and their church towers from the train.

I can tell you about Harwich and its twin, Parkeston Quay, however, from which boats go to Germany, Belgium (think of seeing on the wharf the sign to Zeebrugge, with all its thrilling associations!) and Hook of Holland. I can tell something of the ships and the sailormen who left those quays during the war and never came back. I can tell you of an old ship-yard at Harwich falling into decay, of the craft that crowd the harbor, of the peaceful and charming neighbor, Dovercourt Bay, and of Parkeston, which lives and moves and has its being with the London and North Eastern Railway. But when I have forgotten more important facts about this busy harbor I shall still remember of this bit of Eastern England the tallness of the hollyhocks, the size of the daisies, the gulls paddling in the muddy stretches of reclaimed land when the tide was out, and those lovely names I have chanted to you for your delight.

A Friend of Canada

AMONG the many men and women who have visited Canada and are ever after sealed of the tribe of her lovers and admirers, is Mlle. Beatrice de Holthor, the brilliant danseuse, who was over on the other side of the Atlantic during the war, and made many friends in Canada. Mlle. de Holthor is at present acting in that creepy and very thrilling vampire play "Dracula," and when its run comes to an end—though that does not promise to be soon—she is to appear in another part.

A Canadian Film

I AM not a film devotee, so I can be all the more enthusiastic over the film as an educational factor when I see one that does what one expects of it. The Rev. Egerton Ryerson, who needs no introduction to Canadians, gave a private view the other day of an S.P.G. film taken in the Canadian West to show English people what the life of the clergy and of the settlers is like.

No amount of writing and talking could give so vivid an impression as this most human of films. One could well believe that the audiences to whom it had been shown in different parts of the country were keenly

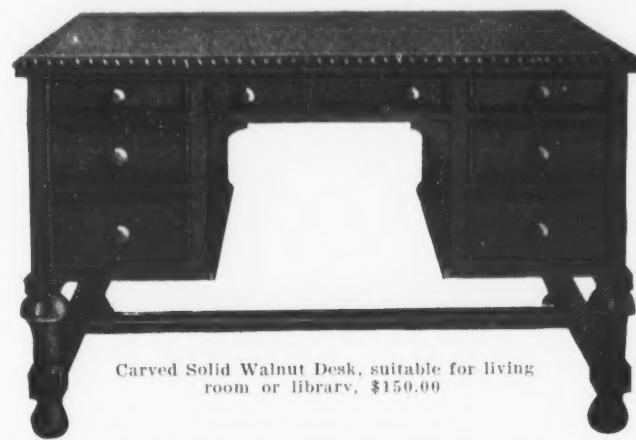
interested. The pictures of the children arriving at school on the prairie, of the Sunday School caravans with their smiling driver teachers, of the clergy doing their own work, ("Lux!" hissed one absorbed lady as she gazed at The Cloth washing clothes) of the stout-hearted missionaries visiting by motor launch the lonely lighthouses, and camps of British Columbia, and the incidental light shed on the courage and industry of the mothers of the new Canadians, were all most enlightening. Mr. and Mrs. Ryerson after years in Japan are settled in London, but their interest in Canada is as vivid as ever.

people who were not imaginative enough to be thrilled by the thought of all that was going on overhead. I saw a really lovely sight one night. The noise took me to the window where I gazed at stars in a dark sky without being able to spot the airships. Suddenly stars seemed to move and I realized that the airmen high above the ordinary world were riding the night skies as if they were indeed part of that brilliant company.

Mary One-derland Moore

A Very Parisienne Style

THE Parisiennes are fond of wearing close fitting turbans made of silver or dull gold lamé with ordinary evening frocks, the kind of frock that one wears at the smaller theatres. As I have often said, the "bathing-cap toque" is extremely chic when worn by just the right woman in just the right way, but it is a fashion which must be carefully dealt with.



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Linen the Ideal Wedding Gift

Happy the Bride Who Receives Table Linen and Towels

THOUGH weddings have developed considerable individuality during recent years, that is, unfortunately, not true of wedding gifts in general. For, when it comes to choosing presents, any number of people appear to lose all their originality. As a result, the average bride receives a host of gifts which she can only with the greatest difficulty absorb in an intelligently-planned and carefully-executed home. Nevertheless, the fact that gifts of a practical nature are increasingly being given is at least one encouraging phase of the situation.

Furniture, ranging all the way from foot-stools to grand pianos, and household-furnishings as divergent as bedspreads and kitchen-clocks are now within the extended circle of potential gifts. With this growing emphasis on the practical, the silverware, the glass, the china, and the snowy table-linens are replete with interesting suggestions for all prospective donors as sensible and acceptable wedding gifts. These are the "long-time" gifts, the useful and good-looking furnishings, which continue to gratify their recipients for years, rather than for mere weeks and months.



MRS. WILLARD M. BOX
Formerly Helen, daughter of Mr. and Mrs. T. A. Witzel, of Kitchener, Ontario.

Table-linens in a properly generous quantity, strange as it may seem, rarely fall to the lot of the modern bride. Possible donors evidently refrain on the assumption that the bride will have linens galore in her dower-chest; and the bride-to-be probably often postpones purchasing linens in the hope that her gifts may include a fair amount of table-pieces. Then, when the excitement of settling the first bridal home has subsided, the lamentable shortage of "fine linen" suddenly becomes glaringly conspicuous—a tragic circumstance, that might have been avoided by a few judiciously-selected gifts! And, even if there has been a duplication of some of the gifts, it would not have mattered, as no home can have too much table-linen of good quality.

Having a romantic history of their own, table-linens are thoroughly in accord with the romance-laden atmosphere of bridal-days and bridal-domiciles. And, to the latter, they bring an air of elegance that few other table-coverings can approach. Fortunately, too, this elegance can be attained even in the simplest of surroundings, as good linen-damasks are now available at prices well within the purchasing-power of modest budgets. This is, of course, a far cry from ancient days, when linen was the prerogative of wealth and rank. Indeed, as late as 1621, there was a Scottish Law that listed linen as a luxury, even an extravagance.

The use of linen goes back to remotest ages. Thus, there are evidences of linen among the remains of the Stone Age, when man had not even mastered the use of metals. The modern housewife, though, would scarcely connect that early cloth with the beautiful looming of to-day, as it was composed of flax fibres, very loosely woven together, after the manner of our mosquito-netting. Nevertheless, from this humble beginning was to come that exquisite fabric, linen damask.

With the rise of civilization, the weaving of linen assumed an ever-increasing importance, and the fabric took on new beauty. In the old tombs of Egypt, for instance, there have been found some remarkably fine linens, peculiarly woven with the threads of the web more numerous to the inch than those of the wool. Egyptian kings and nobles, delighting in the delicacy of their contemporary linens, even thought linen fit for the garments of gods, and, accordingly, often draped their graven images. Petty graft was not unknown in those days, apparently, for we read of at least one Egyptian priest, who appropriated the draperies of the statues under his care, in order that his wives and daughters might be arrayed in linen.

The use of linen spread from Egypt to Palestine and Phoenicia, where the material was held in high regard. In the Old Testament, for example, linen is recorded as fashioning the hangings of the tabernacle and the vestments of the high priest. The linen of Phoenicia was famed less for its texture than for its color; for it was dyed with a wonderful pigment known as "Tyrian purple." The purple-dyed linen was of such great value that a monopoly in its manufacture added materially to the wealth of the Phoenicians. The method of manufacture was very closely guarded—so much so, indeed, that it disappeared with the downfall of Phoenicia and remained forever after a "lost art."

The Phoenicians, as great traders, carried linen to Rome, where the wearing of the fabric was at first viewed with disfavor as an affectation. Finally, with characteristic sense, the Romans not only accepted linen, but proceeded to encourage its manufacture throughout the Empire. They established corporations, or "colleges," for the production of various kinds of cloth, which could be requisitioned for the imperial officials and the army. Such a corporation was organized in Venta Belgarum, the present site of Winchester, England. Whether or not the Romans were the first to promote linen-making in Great Britain and in Western Europe, it is impossible to determine, as the Phoenicians had for years been vigorously carrying on a trade in linens. Traders from Phoenicia had founded Cadiz; and they may have inaugurated the making of linen in Spain and elsewhere.



JOHN
Son of Mr. and Mrs. John Bruce, of Hamilton, Ontario, and grandson of Colonel W. H. Bruce, and great-grandson of Mr. F. C. Bruce, former M.P., all of Hamilton.

Ireland, for example, is said to have been colonized by the Phoenicians—and there is a romantic flavor to the thought that the now famous Irish linen industry had its inception at that early period!

Throughout the Middle Ages, linen was a highly-prized material. Some notable examples of the linen of that period are still to be found in a remarkable state of preservation. In the small town of Bayeux in France, for instance, there is the renowned "Bayeux Tapestry," a piece of linen embroidered with colored wool to show scenes of the Norman Conquest. This embroidery was done by Queen Matilda, wife of William the Conqueror, and her maids. Many other famous tapestries are to be found in the cathedrals built during the medieval period. Indeed, many of the cathedral towns became so noted for the production of fine linen, that their names were used to distinguish the kinds of fabric in which they excelled. From Cambrai came *cambrie*, from Laon came *lawn*. Holland is named for the country of its manufacture; and the choicest linen of all damask is called after the ancient city of Damascus, which is famous also for its swords of finely-tempered steel. Not from Damascus but from Ireland and Scotland, however, come the best damasks of to-day; for, in these two countries, the art of linen-weaving has reached perfection.

As beautiful linens have always been carefully handed down from one generation to another, there are cloths of great historical interest still in existence. Among these, there is one, dating from the time of Shakespeare, which depicts the coronation of an early English king. Others, made during the seventeenth century, depict quaint London scenes. The most popular designs, though, seem to have shown pictures of battles and of generals active in contemporary warfare. Almost a page from history, really, is one tablecloth now displayed in the Victoria and Albert Museum in London; for it delineates the Duke of Marlborough and the Continental towns he captured. This cloth is centered by the Ducal coat-of-arms and bordered by double-headed eagles, cannon, and other trophies.

Because of its beauty and its place as a social asset, linen has had the benefit of artistic supervision to an unusual degree. Great artists have executed designs for linen for generations back; and, as many of these designs are still in use, the householder of to-day can enjoy works of art that were originally used only in baronial castles. Among these old designs are the Chippendale and the Adam, so named for the celebrated furniture designers who inspired them; the Willow, a pictorial presentation of an old Chinese fable; and the Peacock, associated for centuries with princely palaces. Continental influence on British linens is to be seen in the Louis XV and the Fleur-de-Lys patterns, both characteristically French, and the Renaissance design.

There is no adequate substitute for linen. The lustre of a beautiful damask cloth is like the gleam of Parian marble. In the clear and cool repose of snowy damask, silver, flowers and glass have the most fitting of all backgrounds for gracious hospitality, with the historic associations of linen to impart an added glamor. To maintain its gleaming whiteness, for instance, linen which is not in constant use should be wrapped carefully in fast-color blue paper; and linen that is to be laid away for a long time should not be starched. The washing of linen presents no particular difficulty. Whiteness, however, is best preserved by exposure to strong sunshine. It is in the ironing that the greatest care is necessary. The right side should be pressed first; and, in order to obtain the highest possible lustre, the cloth should be ironed from selvaige to selvaige. Incidentally, the ironing should be done when the cloth is still quite moist, and with an iron that is not too hot. With these few

precautions, then, the bride of to-day can have the joy of handing down to her children's children her own "long-time" bridal gifts of shimmering-white linen damask.

Some Tremendous Trees That Have Outlived the Empires of Men

SIX men once dangled by the neck from Radley Oak in Cromwell's day. Stately and tall it was then, and one of its branches was fully strong enough to bear the weight of all six men.

To-day it still stands, no longer a gallows and more magnificent than ever, in the grounds that now belong to Radley College—near Oxford and Abingdon. What its age is I do not know, but it must be great. Its circumference is in the neighborhood of 16 feet. Cowthorpe Oak near Wetherby, in Yorkshire, must be at least 1,600 years old and, like Radley Oak, is still green and flourishing. But it has a hollow trunk which is said to be able to hold seventy people.

There is a yew tree in Perthshire which may be as much as 4,000 years old, certainly 3,000—it is older than either the English or the Scotch people. It was already an old tree when our ancestors arrived. It has watched our painful efforts to build up a civilization which it may even now outlive—there seems to be no reason why such a tree should ever die.

When a tree is cut down it is easy to tell its exact age by counting the number of annual rings exposed by the cross-cut. These rings are formed by growth all round in spring and summer. Growth ceases in the autumn and a well-marked ring is formed.

To estimate the age of a tree still standing and living a small boring tool, like an auger, is used. It is driven a little way into the trunk and then pulled out, leaving only a tiny hole. The thin core of wood it brings out shows the number of annual rings in the distance bored. Thus, knowing also the diameter of the tree, it is possible to calculate its age.

This method gives the age of the Cypress of Tule, in Mexico, as 4,000 years at least, and more probably 5,000. Its circumference, 150 feet, is

greater even than its height of 125 feet. In the Sequoia Park of California there is another tree, a redwood, of about the same age. Its enormous trunk is 37 feet in diameter and towers 300 feet in the air.

Another of the same kind was only 1,341 years old when cut down. But it had achieved a height of 350 feet and yielded 400,000 board feet of timber.

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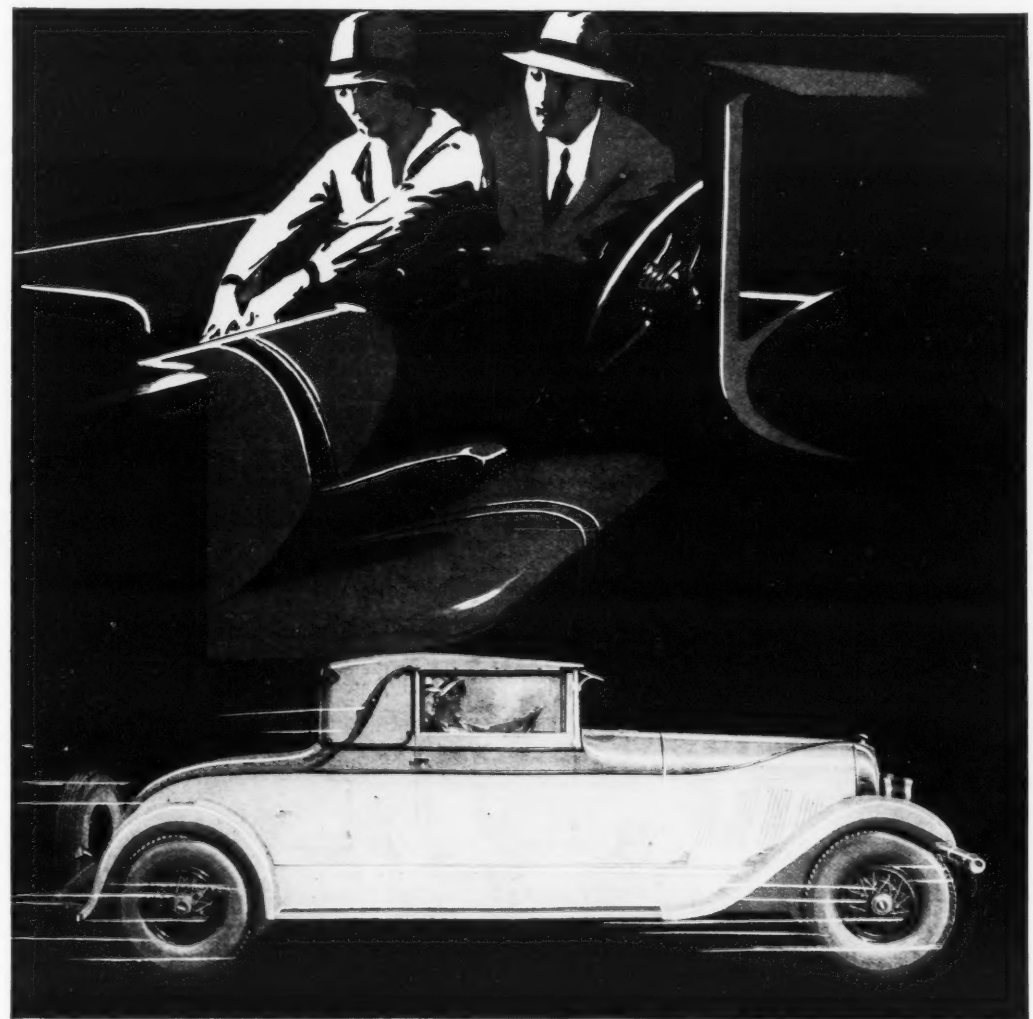
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CANADA'S VISITORS

Sir Ernest Craig, Bart. M.P. for Southport (Lancs), accompanied by Lady Craig, and family, arrived in Canada in the White Star liner "Megantic" to spend a holiday in the Muskoka Lake District. They left Montreal recently over the C.N.R. Sir Ernest Craig is particularly interested in the coal and electrical conditions in Great Britain.



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Run your tongue across your teeth and you will feel this film—a slippery sort of coating. Film absorbs discolorations and thus makes teeth look dull and dingy. It breeds germs and bacteria and invites tartar, decay and pyorrhea. It is a menace to tooth and gum health that must be combated.



(Above) IT'S THAT TWO MINUTES-A-DAY that counts. Miss Margaret Munnell is told by her dentist. One minute each morning to brush teeth of course; but Pepsodent and one minute more before going to bed.

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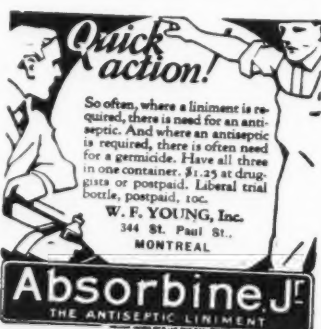
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I DO not know why a "sleeper" should possess that name, for, if there is a spot on this earth which the god, Morpheus seems to shun, it is the so-called sleeping car. As the train left Montreal, I resigned myself to slumber, in spite of all that experience had taught. First, there were bumps—ferocious bumps—and I concluded that it would be just as well to try to read. Wherefore, I opened the August issue of a certain well-known magazine and proceeded to read a lively story in which there

the silvery stretch of Lake Magog with the hills of Quebec shadowy and ghost-like. Never before have I realized how many little lakes sparkle in Quebec. A grey mist hides everything for a while and then suddenly clears away, showing a swift-running stream, a village and a stately church with its cross gleaming in the morning light. Yes, it is early morning—half-past four and not a wink of sleep as yet. Suddenly, the lake, the village and the church all begin to swim together, and I awake to hear a woman across the aisle say: "That wretched man at the end of the car has been snoring for the last hour."

It is nearly seven o'clock and I have slept for more than two hours. After all, wasn't it Napoleon who said of sleep: "Six hours for a man, seven for a woman, eight for a fool?"



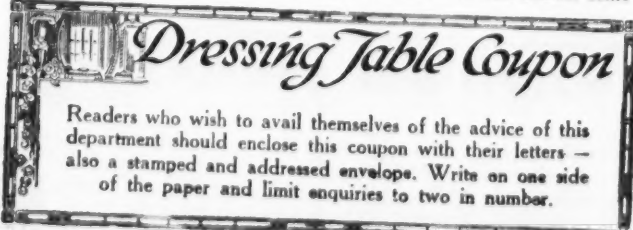
FROM PARIS

Georgette of a soft grey tint and panels of dainty lace form this charming afternoon gown. Hat is of salmon pink bangkok, with drooping osprey.



Yvonne. Don't expect me to sympathize when you complain of the heat. Isn't it what we have been waiting for through months and months of rain and cold? Every summer day seems to me a jewel—and who would wish to "break the rosary in a pearly rain"? Just think of the coloring we enjoy to-day. I am looking out at a garden where delphinium spreads a patch of heavenly blue. There are zinnias of brilliant hues and velvety texture, which make an Oriental carpet richer than anything which comes from Turkey or Persia. Yes, summer is the season we all long for, and who is going to complain if the heat drives us to feed coffee or pineapple ice cream for a cooling touch? By the way, there is a popular astringent cream which has a cooling effect and is a refreshing treatment on an August afternoon.

Janet. You want to know your becoming colors—and you are pale with dark-brown eyes. You can hardly go wrong if you choose the deeper yellows, burnt orange, old gold, and the nasturtium and tangerine shades. Do not try the light or primrose shade—it will prove too trying. Then there is blue—not sky blue, but the deeper Belgian or Delphinium tints. Cadet blue would prove too dull. A soft rose and a royal purple would be becoming. If you wear brown, do not experiment with sand or fawn. Either beige or a very dark brown might be attempted; but avoid black unless you wear a good deal of white with it. You must borrow your color, you know, even if you resort to a dear little box for some of it.



Dressing Table Coupon

Readers who wish to avail themselves of the advice of this department should enclose this coupon with their letters — also a stamped and addressed envelope. Write on one side of the paper and limit enquiries to two in number.

Augusta. What a stately old-time name which goes with the Roman Empire and festal days! So you would like to know the name of the best face cream. Far be it from me to pronounce on the merits of face creams. There are ever so many of them and they're nearly all good. So you must just take your choice. If your skin is oily, don't use a heavy cream. There are almost fifty-seven varieties of skin, you know, and the lemon cream which would suit an oily skin would not be soft enough for the dry. So, just find out what kind of epidermis you possess, buy a cream to suit it, and follow the directions on the jar.

Valerie

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CITY AND COUNTRY HOMES

Canadian Crafts and Craftsmen

By Hilda Ridley

IN THE town of Oakville, Ontario, on a quiet street, shaded on either side, in the typically Canadian manner, by maples and elms, is the studio of Mr. Caleb Keene, artist, interior decorator and craftsman. One passes from the conventional street, so modern in its note, into a realm that brings to one's mind some of the great periods of English art, — the

called lac is obtained from a tree, *Rhus vernicifera*, a variety of Sumach, in a manner similar to the way in which we get our Maple Syrup. The process of manufacture consists of three stages: first, the preparation of the lac; second, its application in a series of layers, and third, the decoration of the lacquered surface with designs. These designs, which are painted with a brush, are made in relief or modelled in the soft ground before it has hardened. It is in the decoration of the prepared surface of

his lamp-shades, he frequently has some of those Chinese emblems or symbols that signify so much. These shades which by day have a watered-silk appearance, glow out with a soft radiance at night when illuminated, and reveal in red and gold or black and gold lacquer effects beneath the silk, interesting Chinese emblems, such as bats which signify happiness, or fish, the symbols of conjugal bliss.

During the 18th century, it was the custom in England to have what were known as Lacquer Rooms. Some of these were very beautiful, the most artistic results being obtained with black, green and red in conjunction with gold. In Mr. Keene's own house there is such a room. The panelling is of apple-green shade. Decorative lacquer panels, on which appear flowers and figures, are placed over the door, which has old box locks with glass handles. Above the door there is an imperial Chinese dragon with 5 claws, chasing the Flaming Jewel, which represents the law, over the rippling water. The ceiling is of pale yellowish color, and is adorned at the corners with paintings of peonies. Very few examples of such rooms now exist in England, and in Canada Mr. Keene's room is perhaps unique.

Another artist and craftsman of whom Canadians should feel proud, is Mr. Alexander Scott Carter, A. R. C. A., who designed the armorial bearings that adorn the dining-room of Hart House in Queen's Park. A visit to his studio on Broadalbane street, Toronto, is an interesting and illuminating experience. Such a wealth of art treasures from all over the world adorns it, that every nook and every inch of wall has a tale to tell. On the present occasion, however, I am concerned with a description of the Memorial Chalice, a picture of which is reproduced here. This was designed by Mr. Carter, and executed under his direction by Mr. A. M. Doret of Toronto. Made of pure silver without alloy, and hammered into shape, this Chalice has such a wealth of exquisite detail, that it is worthy of an elaborate description. The base has five lobes, symbolical of the five wounds in the crucified Saviour's Body. On the top of the lobes, each of which has a moulding of fine gold on the outer surface, is an engraved Cross into which is set five rubies. Engraved upon this base are the names of those for whom the Chalice is a memorial. A heavy boss marks the centre of the stem. This boss is of wrought gold, with a vine and grapes motif, and five crystals, five emeralds and five rubies adorn it. Below it are five small



A LACQUERED SCREEN BY CALEB KEENE
The decoration represents a scene in the Laurentians.

Elizabethan, the Jacobean, and the Georgian. And the man who comes forward to meet one, with his well-knit figure, his fair and ruddy face, with the pointed beard, suggests an Elizabethan of the finest type. One almost expects to see ruffles rising round his throat and wrists,—or else one imagines one sees them.

As one glances around at the various objects,—at the Elizabethan oak chests, the Jacobean gate-leg tables, the Queen Anne mirrors, and Georgian cabinets and chairs,—one is struck by the brilliant notes of color that make these objects so decorative, so "different" from the ordinary pieces of furniture that play a much more obscure role in the scheme of our interiors,—and one notices that the effect is due to that form of lacquer work which is popularly known as "Chinese".

"But as a matter of fact, Old English Lacquer, not Chinese lacquer, is

furniture and other objects with artistic designs, which are usually raised with Gesso work and gilded and bronzed, that European lacquer work resembles the Chinese.

Imitations of Oriental lacquer were also made in Holland and France. Perhaps the man who was most successful in emulating Japanese and Chinese craftsmen, was Sieur Simon Etienne Martin, a Frenchman. During the middle of the 18th century, 'Vernis-Martin', as his varnish was called, became the rage. He claimed to have discovered the secret of Oriental lacquer from missionaries who had lived in Japan, and his secret perished with him. But in England and Holland successful imitations of Oriental lacquer were also made, and in England there are some wonderful examples of the various periods of lacquer furniture.

"At the present time there is a strong revival of interest in lacquer, and the desire to possess good specimens of it is still growing. It is necessary in the arrangement and decoration of any rooms to have pieces of bright color, and lacquer is an excellent medium, as it can be used on so many different pieces of furniture and in any color that may be desired. The deep, rich tone of Old Lacquer accords well with good schemes of color, and gives life to what might otherwise be gloomy.

"Any subject may be reproduced in lacquer. It is true that Chinese emblems and scenes are frequently used, but this is not necessary. I remember seeing an English village church reproduced on an old grandfather's clock, and many cabinets and clocks have cavaliers and ladies in Elizabethan or Stuart costumes. It is my intention to introduce more and more frequently into my work Canadian themes."

Mr. Keene then drew my attention to the handsome screen which is reproduced here. What subject can lend itself more admirably to the brilliant color notes of lacquer than our Canadian autumns, as portrayed in foliage, in sky, mountain, and lake? This particular scene depicts a portion of the Macaza River at the head of Lake Labelle in the Laurentian Mountains, and the autumnal tints of amber, scarlet, orange, gold and purple constitute a symphony of color that delights.

Other themes that Mr. Keene contemplates are Canadian historical scenes, legends, and episodes in the lives of the habitants. At the same time he does not intend to discard the perennially interesting Chinese theme. The visitor to his studio is charmed by some of the Oriental subjects on his screens, cabinets, and lampshades. Here we see water rushing beneath bamboo bridges, little houses nestling in the side of grotesque mountains, dainty Mandarines,—all of which seem to be part of a fairy tale. On



A DOOR BY CALEB KEENE
It has decorative lacquer panels, and above is a Chinese dragon chasing the Flaming Jewel over the rippling water.



A UNIQUE CHALICE BY SCOTT CARTER
A Memorial Chalice of pure silver hammered into shape, has a wealth of exquisite detail, inset with jewels.

niches, wrought in gold, with five crocketed canopies of gothic design, and each niche contains a small gold angel holding a shield of enamel. The five shields, which are of different colors, bear respectively, the Crown of Thorns, the Sacred Name, I. H. S., the column at which the Saviour was scourged, the seamless coat and the dice, the sponge on a reed, the hammer, nails and pincers. At the upright end of the stem is a design of a crown set with sapphires out of which the cup rises. The motto round the bowl of the cup reads as follows: "Qui edit carnem meam et bibit meum sanguinem, habet vitam eternam."

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The weed scourge is costing Ontario \$5,000,000 a year. A share of this money should be in your pocket! Instead, this money is wasted. And the waste is increasing!

The time has come for united action! The weed scourge should not be merely "fought"—it should be exterminated! Weeds can be exterminated, but only by determined and united action! The help of every man, woman, boy and girl is needed.

WARNING

Under the provisions of The Weed Control Act 1927, now in force, the destruction of noxious weeds is no longer optional. The destruction of noxious weeds is now compulsory.

Every occupant of land and every owner of unoccupied land is required to destroy all noxious weeds before their seeds ripen. Municipal councils are required to destroy all noxious weeds growing upon the highways. Let everyone co-operate to end the weed nuisance.

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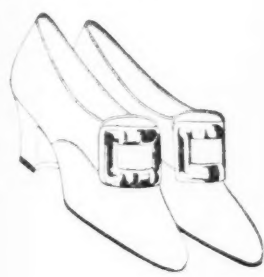
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BIRTHS
Born to Dr. and Mrs. J. K. Pomeroy, Gainsborough, Sask., on June 3, a son, Gerald Greaves.

ENGAGEMENTS
Mr. and Mrs. E. W. Allen, of Rochester, N.Y., announce the engagement of their daughter, Beatrice Sterling, to Mr. Donald A. Young, son of Mr. and Mrs. A. L. Young, of Toronto; the marriage to take place on August 20th.

The Rev. A. L. and Mrs. McTear, Trenton, Ont., announce the engagement of their daughter, Elizabeth Maud (Dorothy), to Mr. Charles Fraser Davidson, B.Sc., of Winnipeg, Ont., elder son of Mrs. Davidson and the late Chas. Edwin Davidson, Halfway River, N.S. The marriage to take place early in September.

Mr. and Mrs. Arthur G. Anderson, of Port Dover, Ontario, announce the engagement of their youngest daughter, Mary Dorothy, to Mr. John Bethune Roper, only son of the Rt. Rev. J. C. Roper, Bishop of Ottawa, and Mrs. Roper. The marriage will take place early in September.

Mr. and Mrs. William Alexander Fry of Dunnville, Ontario, announce the engagement of their daughter, Adrienne Campbell, to Mr. Howard Nelson Wheaton, son of Mr. and Mrs. John Williams Wheaton, of Toronto; the marriage to take place early in September at St. Paul's Church, Dunnville.

Mr. and Mrs. J. W. Gordon Watson announce the engagement of their daughter, Constance Allen, to John A. A. Harcourt, M.B., son of the late John Harcourt, M.D., of Hammar, North Dakota, and Mrs. Harcourt of Toronto; the marriage to take place early in September, at Grace Church on the Hill.

Mr. and Mrs. Thomas Sadler, Lindsay, Ontario, announce the engagement of their only daughter, Mona Mabel, to Mr. Cecil Frederick Northey, eldest son of Mr. and Mrs. Alfred Northey, Fenelon Falls. The marriage to take place, quietly, the latter part of August.

MARRIAGES
RICHMOND-SMITH. On Thursday, Aug. 11th, at All Saints Church, by Rev. H. E. Smith, assisted by Rev. L. M. M. Pepperdene, Norah Lee, only daughter of Mr. A. E. Smith (formerly of Wingham), to Geoffrey G. Richmond, son of Mrs. M. A. Richmond, of Toronto.



Their Royal Highnesses the Prince of Wales and Prince George are attending the ball given by the Britannia Post, Canadian Legion of the British Empire Service League, at the Empress Hotel, Victoria, B.C., on Saturday evening of this week.

Admiral Sir Lionel Halsey, Chief of Staff to His Royal Highness the Prince of Wales on his tour through Canada, is sailing for England on Wednesday of this week in the S.S. *Empress of Scotland*, embarking at North Sydney.

The Right Hon. R. Stanley Baldwin and Mrs. Baldwin are also sailing for England on Wednesday of this week.

Mrs. Hedley Marsh, of Winnipeg, recently entertained at dinner at the St. Charles Country Club, in honor of Mrs. Gordon D. Ritchie, of Toronto, who is visiting in Winnipeg.

Mr. and Mrs. Grant Powell, of Briar Hill Road, Toronto, recently returned from Atlantic City.

The marriage of Miss Audrey Buchanan, daughter of Mr. and Mrs. Patrick Buchanan, of Montreal, to Mr. Arthur Ogilvy White, of Montreal, second son of the late Henry White, K.C., and of Mrs. White, of Port Hope, Ontario, will take place at Murray Bay on September 7.



MISS VALERIE ELMER JONES

Daughter of Mrs. Elmer Jones and the late Colonel Elmer Jones, of Brockville, and niece of Mrs. S. H. Fleming of Ottawa, who was one of the favorite dancing partners of H.R.H. the Prince of Wales, during his visit in Ottawa.

from North Sydney, C.B., in the S.S. *Empress of Scotland*, Captain R. Gordon Munro, M.C., and Mrs. Munro will return with them.

Mr. and Mrs. C. H. Carpenter, formerly of Toronto, who are occupying the home of Mr. John Hall in the Uplands, Victoria, B.C., during his absence abroad, entertained at a dinner party recently. The guests were Mr. and Mrs. Sydney Jones, of Toronto; Mr. and Mrs. Herbert Wilson, Mr. and Mrs. C. P. Hill, General and Mrs. J. S. Dunbar and Dr. and Mrs. Hermann Robertson.

The engagement is announced in Auckland, N.Z., of Margery, only daughter of the late Christopher Hoffman and Mrs. Hoffman, of Herne Bay, to Arthur Eric, only son of Mr. and Mrs. James Webster, of Bellingham Avenue, Montreal, formerly of Hamilton, Ontario.

Dr. and Mrs. Duncan Campbell Scott, of Ottawa, recently left to visit Banff, Calgary, and other places in the Far West.

Mrs. Eric Haldenby, of Toronto, and the Misses Hilda and Helen Strachan are at Roche's Point, Lake Simcoe, guests of Mrs. George Fensom.

Mrs. S. T. Wood, of Toronto, left on Saturday of last week for Bon Echo, where she will be for several weeks.

Mr. and Mrs. Holt Gurney, of Toronto, have been spending ten days at the Muskoka Lakes Golf Club.

The Rev. F. C. Ward-Whate and Mrs. Ward-Whate and their family, are again in Toronto from Three Mile Lake, Katrine, Ontario.

Miss Evelyn Allan, of Toronto, who has been visiting Mrs. John MacIntosh in Montreal, returned home on Sunday.

Mrs. Harold Chillas and Miss Betty Chillas, of Toronto, are visiting Mrs. Wallace Helliwell, at Pointe Claire, and will later stay with Mr. and Mrs. George Chillas.

Mr. Justice Smith and Mrs. Smith, of Toronto, are guests of Mrs. Percy Aylwin in Ottawa.

Mr. and Mrs. H. H. Bradburn, of Winnipeg, are visiting in Toronto.

Miss Isobel Lindsay is again in Collingwood from Toronto, where she attended the Garden Party recently given at Government House in honor of Their Royal Highnesses the Prince of Wales and Prince George.



Mrs. Harry Alwyn Scott and Miss Vivian Scott are again at the Alexandra, Queen's Park Avenue, Toronto, after a sojourn at the Lake of Bays.

Mr. and Mrs. Reeder have returned to Toronto from Atlantic City and are at their suite at Casa Loma, which was occupied by the Premier of England and Mrs. Baldwin during their stay in Toronto.

Mrs. Alfred Wright and Miss Helen Wright, accompanied by Miss Isobel Cookshutt, of Brantford, have returned to Toronto from the Lake of Bays.

Mr. and Mrs. D. M. Ferguson and Mrs. J. A. Bothwell, of Stratford, are spending the summer at the Lake of Bays.

Mrs. Duncan Campbell, of Hamilton, has been visiting in Toronto.



MRS. FREDERICK WILLIAM PRESENT
Formerly Norah Gillett Sneyd, daughter of Mr. and Mrs. Henry Sneyd, of Hamilton, whose marriage was a recent event.

Colonel and Mrs. Reginald Geary sailed from England recently in the S.S. *Montreal* for Canada, after spending two months abroad. They arrive this week and leave immediately for Toronto.

Mr. Richard Cartwright, of Toronto, has been a visitor in Kingston, guest of Mr. and Mrs. Francis Hill Macnee.

Right Hon. Richard, Lord Justice Best, who has been Lord Justice of Appeal, Supreme Court of Northern Ireland, since 1925; Attorney-General, Northern Ireland, 1921-1925; M.P., Armagh, 1921-1925; a barrister of King's Inns, Dublin, 1895, accompanied by Mrs. Best, arrived at the King Edward, Toronto, last week.

Captain S. V. Cook and Mrs. Cook, of Wolsey Barracks, London, are at Judhaven, Muskoka. Mrs. Spooner, Mrs. Cook's mother, is with them.

Major and Mrs. E. H. Birkett, of Toronto, recently spent a week-end in Kingston.

Mr. and Mrs. Henry Sneyd, of Hamilton, Ontario, are spending the summer in Muskoka.

Mr. and Mrs. James Morris, of Bernard Avenue, Toronto, are spending a couple of weeks in Muskoka.

Mr. and Mrs. Archibald Browne have returned from a sketching trip of three weeks in the Adirondacks and Green Mountains and are now at their home in Lancaster, Ontario.

Mr. and Mrs. Lockhart Gordon and Mrs. Duncan Gordon, of Toronto, are in Quebec City.

Captain Mainwaring Sharp, of the Prince of Wales' Volunteer South Lancashire Regiment, Jellalabad Barracks, England, is shortly arriving in Canada to visit his father, the Rev. Canon Sharp, rector of St. Thomas' Church, Huron Street, Toronto. Capt. Sharp, who is a graduate of the Royal Military College, has recently been given an appointment in the Royal Staff College, and will commence his work there the beginning of January. Though still under thirty, Captain Sharp has already had a brilliant and varied military career. Graduating from the Royal Military College at barely eighteen, he fought through the Great War with the 2nd Leinster Regiment, was wounded, and recommended for the Military Cross. After the war he was for some time with the army of occupation in Germany. When the Leinster Regiment was disbanded he was attached to a regiment stationed in Jamaica; from there proceeding to England, where he was attached to the Prince of Wales' Volunteer South Lancashires, with whom he now is.

Mr. and Mrs. Sidney Jones, Jackes Avenue, Toronto, are spending several weeks at the Empress Hotel, Victoria, enjoying many games of golf.

Hon. J. A. Macdonald and Mrs. Macdonald entertained at dinner recently at their home in Victoria, B.C., in honor of Hon. J. H. King and Mrs. King, who have been visiting that city from Ottawa. Covers were laid for eighteen.

Miss Bernice de Pencier has returned to Gananoque from Toronto, where she spent the week as the guest of Miss Eleanor Warde.

Among the guests at the Banff Springs hotel are Judge C. R. Mitchell, of Edmonton; Dr. J. E. Hunter, of Calgary; Miss E. and Miss M. Disney, of Winnipeg; Professor and Mrs. I. A. Mackay and Mrs. P. Worden, of Montreal; Mr. and Mrs. W. W. Werd, of Annapolis; and Miss R. B. Macmahon, of Toronto.

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You will find them refreshing and invigorating, a fine bracer for relieving that mid-afternoon fatigue, and thirst.

A new Chiffon Hose especially created for dancing

Filmy chiffon for beauty... with a fine mercerized lisle foot for wear

For dancing, of course, you want to wear a chiffon of sheerest weave. But how often a single evening of dancing will utterly ruin the finest pair.

"The Dancing Chiffon" has been specially made to stand this wear. It's filmy sheer silk where it shows. But with a mercerized lisle foot—reinforced at toe, sole and heel—that wears and wears.

Your dealer has this lovely new hose in the most popular shades of the season. Ask for "The Dancing Chiffon"—by name or style number—53780. If your dealer can't supply you, write our Canadian representative.

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for men, women, and children

"The Dancing Chiffon"
pure thread Japan silk from heel to narrow hem, dyed in all the latest shades. Ask for it by style No. 53780.



Colonel and Mrs. Victor Grantham, and their little daughter Cynthia, are again in Hamilton after spending a couple of weeks in Muskoka.

Mrs. Blackstock, of Toronto, has with her as guest her daughter, Mrs. C. J. Jones, of Hamilton.

Dr. and Mrs. Charles Becker are spending August at their island in Three-Mile-Lake, Katrine.

Mrs. Reginald Northcote, of Toronto, is a visitor in St. Catharines, a guest of the Misses Clark.

Mr. Grant Glasco has been sojourning with his parents, Mr. and Mrs. John G. Glasco, of Winnipeg, at their summer place at Pointe du Bois.

At the small informal private dance given recently at the residence of Mr. D. L. McCarthy, Elm Avenue, Rosedale, Toronto, by Miss Elena Murdoch for H.R.H. the Prince of Wales and H.R.H. Prince George, the guests included, Mr. Wyndham Baldwin, son of the Premier of England, Captain and Mrs. Munroe, son-in-law and daughter of the Premier, Mrs. Gwyn Francis, Miss Ruth Porter, Miss Jean Francis, Miss Eleanor Plaunt, of Ottawa, the Misses Goring, of St. Catharines, Miss Denise Phelen, Miss Mary Tugman, Lieut.-Colonel Ian Sinclair, Lieut.-Col. Mackenzie Waters, General Gunn, Mr. Edward Olde, Mr. Herbert Liersch, of Montreal, Mr. Thomas Allan, Mr. Donald Gunn, Mr. J. Cameron, Mr. Harry Tisdale, Mr. Richard Mackie, Mr. Bruce Young.

Miss Elizabeth Mackay has returned to Montreal after a short visit in Toronto with her parents, Mr. and Mrs. John Mackay, of Madison Avenue. Miss Mackay attended the Garden Party at Government House, Toronto, given in honor of Their Royal Highnesses the Prince of Wales and Prince George, and of Rt. Hon. Stanley Baldwin and Mrs. Baldwin.

Mrs. J. W. Langmuir is again in Toronto from Colborne, where she was the guest of Miss McTavish.

Major Arthur B. Wilkie and Mrs. Wilkie, of Crescent Road, Toronto, with their children are at Juddhaven, Muskoka, for August.

Lieut.-Colonel and Mrs. John Bruce, of Toronto, were recent week-end guests at the Royal Muskoka.

A happy finale to the British Columbia Tennis Championship games, held in Victoria recently, was the dance given at the Empress Hotel, by the Victoria Lawn Tennis Club, in honor of the visiting players. A few of those present were, Colonel and Mrs. Homer-Dixon, Major and Mrs. A. D. Seale, Dr. and Mrs. Hermann Robertson, Miss Margot Homer-Dixon, Miss Velda Rithet, Miss Sheila Parr, Miss Mary Proctor, and Miss Frances Bennett (Vancouver), Miss Marjorie Gates, the Misses Cannon (Portland), Miss Peggy Jackson, Miss Schwartz and Miss Edith Cross (San Francisco), Mr. Norman D'Arcy, Miss Kathleen Bone, Miss Marion Williams and Miss Louise McFarland (Pasadena), Miss Peggy Hodgins, Miss Inez Carey, and Mr. Richard Edgell.

The engagement is announced of Jessie Muriel, daughter of Mrs. George A. Scott, of Dixie, Quebec, to Harold Sylvester, son of Mrs. Mary Mina Smith, and the late Cecil B. Smith, sometime assistant Professor of Civil Engineering in McGill University, Montreal. Mr. Harold Smith is a nephew of Hon. E. D. and Mrs. Smith, of "Helderleigh Hall, Winona, Ont.

Mrs. Walter W. White and Mrs. Sherwood Skinner were hostesses at the monthly tea at the Riverside Golf and Country Club, Saint John, on Friday, when visitors from the three maritime provinces were present, nearly all of whom took part in the Maritime championship matches played on the Riverside links on the two previous days. The tea was an altogether delightful social function and about four hundred members and visiting guests were present. The out-of-town players included Miss Edith Bauld, of Halifax, Miss Dorothy Page and Mrs. H. B. Beeman, Halifax, Miss Dorothy Holmes, Mrs. W. H. Semple, Truro, Nova Scotia; Mrs. A. Thompson, Fredericton; Mrs. E. W. McKinnon, Miss Mary Hazard, Mrs. Dennison, Mrs. W. N. Kippey, Moncton, N.B.; Mrs. H. B. McLaughlin, Truro; Mrs. J. D. McCooke, Moncton; Miss Florence Boa, Mrs. J. W. Douglas, Dartmouth, N.S.; Miss Mary Kirk, Pictou, N.S.; Miss Dorothy Jones, Woodstock, N.B.; Mrs. Jasper Davidson, Mrs. W. H. Miller, Mrs. Herbert Grier, Mrs. A. S. Morrison, Mrs. E. B. McLatchey and Mrs. A. H. Ingraham, Campbellton, New Brunswick. Miss Edith Bauld won the Maritime championship match with Miss Audrey McLeod coming in second.

Among the guests at Minaki Lodge, Minaki, Ontario, recently were Mr. and Mrs. A. S. McLean and Miss Margaret McLean, of Montreal, and Captain Milton J. State, Toronto.

Miss Helen Allison was hostess at a most enjoyable luncheon at her summer cottage at Duck Cove, Saint John, on Thursday, in honor of Miss Virginia Gundy, of Toronto, the Misses Jarvis, of Chatham, Ontario, and Miss Audrey Soper, of Toronto.

Mrs. William Allison, of Saint John, her three daughters, the Misses Audrey, Anne and Louise, and sons, John and Philip, left on Tuesday for Quebec, from where they will sail for Europe to remain in Switzerland for two years.

Miss Edith Cudlip entertained at a charmingly arranged bridge at "Shore Haven," the summer residence at Rothsay of Mr. and Mrs. J. B. Cudlip, of Montreal, in honor of Mrs. Malcolm Scovill, of Cleveland, Ohio, who with her mother, Mrs. Gilmor Brown, is spending the month of August at Rothsay. African marginals and blue flowers ornamented the centre of the beautifully arranged tea table, over which Mrs. Rupert Turnbull presided. Cards were played at five tables.

Mrs. F. Caverhill Jones was hostess on Thursday afternoon at the Riverside Golf and Country Club, in honor of Mrs. A. A. Bartlett, of Charlottetown, P.E.I., and of Mrs. Hazen Hamard, of Montreal. Others present were Mrs. William Pugsley, Mrs. George K. McLeod, Mrs. Busby, Mrs. W. E. Foster, Mrs. Sherwood Skinner and Mrs. Stewart Skinner.



MR. AND MRS. FRANK DOUGLAS
Both of Brandon, Manitoba, who were married in July. Mrs. Douglas was formerly Miss Marion Hall, and Mr. Douglas is a nephew of Mrs. W. M. Boutbee, The Hollow, York Mills, at whose residence the reception, following the marriage, was held.

—Photo by J. Kennedy

In honor of Judge Charles F. Stearns, Mrs. Stearns and Miss Bette Stearns, of Providence, R.I., Mrs. A. L. C. Tillingham entertained at dinner at the Empress Hotel, Victoria, on Tuesday evening of last week, when covers were laid for thirty. Scarlet snapdragon, ferns and gypsophila from the Empress gardens, and scarlet candles in massive Russian candelabra were effectively arranged on the long table.

Sir Thomas Willes Chitty, Senior Master of the Supreme Court and King's Remembrancer, and Lady Willes Chitty, arrived in Quebec on Saturday of last week in the S.S. *Empress of Scotland* to visit their son and daughter-in-law, Mr. and Mrs. Michael Willes Chitty, in Toronto.

Miss Whitley, of London, Ontario, is visiting Miss Edith Wilson in Ottawa.

Sir Henry Cowan, M.P., and Lady Cowan arrived at Quebec in the S.S. *Empress of Scotland* from England on Saturday of last week.

Hon. W. R. Motherwell and Mrs. Motherwell are again at their home in Saskatchewan from Ottawa.

Mr. and Mrs. Harry B. Hall returned to Toronto last week-end from their summer home at Point au Baril to attend the Garden Party at Government House.

Lady Macdonnell, of Calgary, is visiting her sister, Mrs. T. E. Merrett, at Metis Beach.

The wedding of Miss Constance Davies, daughter of Mr. and Mrs. M. L. Davies, will take place in the new cathedral at Liverpool, England, on September 22nd next. This marriage will have the distinction of being the first to take place in the great edifice now approaching completion. Miss Davies, who will sail for England from Montreal, accompanied by her father, in the S.S. *Regina* on September 3, is marrying Mr. Rudolph Muspratt, only son of Sir Max and Lady Muspratt, of Liverpool.

The Misses Amy and Laura Magrath, Toronto, who are spending the summer in Victoria, were among the guests at a dinner at the Empress Hotel on Tuesday evening, given by the junior officers of H.M.S. *Colombo*. Later in the evening a dance was held on board, at Esquimaux.

Colonel H. W. A. Foster and Mrs. Foster, of Bedford Road, Toronto, are spending the summer at their cottage in Muskoka. Miss Ethel Foster, who has been their guest, has returned home.

Miss Ruth Strange is again in Toronto from Goderich, where she was visiting Miss Esther Garrow.

Brig.-General H. C. Nanton, of London, England, recently arrived in Montreal, a passenger in the S.S. *Montcalm*, and spent a few days at the Ritz-Carlton before leaving for Winnipeg to be the guest of Lady Nanton.

Colonel and Mrs. R. F. Massie and their sons, Mr. Lorimer Massie and Mr. Darrall Massie, returned to Toronto from their summer home at Cobourg for the Garden Party in honor of H.R.H. the Prince of Wales and Prince George.

Mrs. J. F. Laurie, of Hamilton, and her daughters recently returned from a motor trip to New Brunswick.

Mrs. Colin Campbell, of Winnipeg, who is summering at her old home in Palermo, Ontario, was the guest of Mr. and Mrs. Philip Kiely at L'Islet, Centre Island, over the week-end, and accompanied her host and hostess to the Government House garden party given in honor of H.R.H. the Prince of Wales and H.R.H. Prince George.

Mr. and Mrs. A. M. Huestis, of Birch Knoll, returned to Toronto recently from a motor trip to Scarborough Beach, Maine, where they joined their daughter, Mrs. Gordon Mills, and Mr. Mills, and the children. Returning, Mr. and Mrs. Huestis came via the Lake Placid Club.

Mrs. J. D. McCrimmon, of Walmer Road, is again in Toronto after a month spent in Brookville, where she was the guest of her sister, Mrs. Ernest Smith, at her summer place, Hillcrest.

Mrs. A. J. Somerville, of Toronto, and Messrs. Jack and Lorne Somerville have been spending several days in Montreal and Quebec.

Mrs. F. P. Clarke, of Winnipeg, who has been the guest of her sister, Mrs. Thomas Carling, in Ottawa, has been spending the past ten days with another sister, Mrs. Fred White, at Lake St. Sixte. Mrs. Clarke returned on Saturday to stay longer with Mrs. Carling.



MR. AND MRS. FREDERICK G. DAWSON OF PRINCE RUPERT
Whose marriage took place recently. Mrs. Dawson was formerly Miss Olive Orpha Mills, daughter of Mr. and Mrs. Robert Charters Mills, Park River. Mr. Dawson is one of the Directors of the Canadian National Railways.



New Coats

—Distinguished by Tiers, Pinnacle Pleats, Boleros, Tucks and Rippling front sections.

There's a "ripple" among the newest Coats that are coming with the lengthening shadows and Autumn.

A ripple that centres interest at the front or sides—a ripple that subtly keeps to the straight, unbroken line of the slim silhouette.

Furs are used with such a lavish hand, one almost fancies, Cloth Coats have been transformed into fur coats with "trimmings" of cloth.

Materials are soft and luxurious in smooth-finished suede-like fabrics, or deep velvet-like pile weaves.

New arrivals from Paris, London, New York and our own exclusive Canadian Houses are arriving daily in the salons on Fashion Floor—The Third.

The Robert Simpson Company Limited

A FREE Shower Bath During August to Every Purchaser of

The Ruud AUTOHOT

Gas Instant Water Heater

Every family should have the Gas Water Heater that gives a plentiful supply of Hot Water every hour of the day and night. And here is the opportunity to obtain the extra comfort of the refreshing and invigorating shower.

This is a real shower—not merely a spray at the end of a rubber tube. A screw driver is the only tool needed for its installation.

Usual Easy Terms on the Autohot

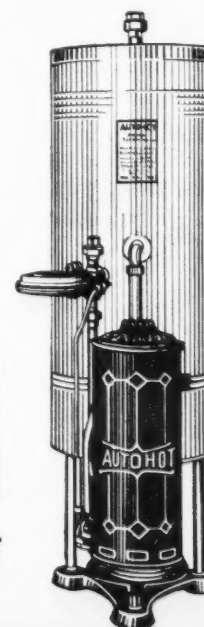
Have our representative call on you. He is in your district every day.

A call to MAin 8371 will bring him to your home—or if you are down town, call at our Display Rooms and see the Autohot and the Gift Shower.



THE GIFT SHOWER is strong and rigid and when installed has the appearance of a permanent fixture. The curtain is of the best quality duck. The Shower Head is two feet in diameter and has a removable face for easy cleaning. The Gift Shower is attractively designed and has a high lustrous nickel plated finish. It is a distinct addition to the finest bathroom. THE GIFT SHOWER is delivered free with each AUTOHOT, with all the necessary screws and attachments.

THE Consumers' Gas Company OF TORONTO
DISPLAY ROOMS AT 55 ADELAIDE STREET EAST



LUX

Tissue-thin, transparent diamonds

Matchless... in appearance in results

LUX



The Woman Driver

The joy I get out of motor-ing is in having a peppy, responsive engine. My husband tells me that one reason why my car operates so well is because it's equipped with Champion Spark Plugs.

Champion is the better spark plug because of its double-ribbed, silt-resistant core—its two-piece construction and its special analysis electrodes.

Champion X—
for Fords
80¢
Champion—
Cars other
than Fords
90¢



CHAMPION
Spark Plugs
WINDSOR, ONTARIO
A CANADIAN-MADE PRODUCT



Really a Cream in Powder Form

Johnson's Baby and Toilet Powder is made of the softest talc in all the world. Its creamy particles lubricate all rubbing surfaces—prevent irritation... chafing. Dust on Johnson's after Baby's bath and every time you change his diaper, and watch him smile his thanks!

Use Johnson's Baby Soap for Baby's bath... Use Johnson's Baby Cream to relieve roughness, rash or any skin disorder.



Rear-Admiral Edwin A. Anderson, of the U.S. Navy, and Mrs. Anderson are at Highland Inn, Val Morin, Quebec.

Mrs. Erskine Buchanan is again in Montreal from Murray Bay, where she was the guest of Mrs. A. W. P. Buchanan.

Mr. and Mrs. Fred White have returned to Ottawa after entertaining a fishing party at Lake St. Sixte for ten days.

Prof. Stephen Leacock was a passenger in the S.S. Montroyal, which arrived at Quebec from England last week-end.

Lady Drummond, of Montreal, spent a week at Cacouna with Mrs. Huntley Drummond, prior to sailing on the 16th in the S.S. Empress of Scotland for France, where she will be for three weeks. Later she will go to England and return to Canada in October.

Lady Kingsmill, of Ottawa, recently arrived in Canada from England. She was a passenger in the S.S. Montclair.

Mr. and Mrs. J. K. M. Ross, of Montreal, who recently arrived from abroad, are with Mrs. J. K. L. Ross at Lake Simcoe.

Sir Herbert and Lady Trustram Eve, who arrived in Montreal recently from England and were the guests of Mrs. A. S. Eve, left later with their hostess for Val David in the Laurentians to spend a few days prior to leaving via the Great Lakes for Winnipeg. Sir Herbert and Lady Trustram came to Canada to be present at the marriage of their son, Lieut.-Colonel Arthur Malcolm Trustram Eve, to Miss Marguerite Nanton, which is taking place in Winnipeg on August 23, and will stay with Lady Nanton while in that city.

Colonel Cortlandt Fages spent the week-end at the Point, Riviere du Loup, the guest of his mother-in-law, Mrs. Alexander Taschereau. Mrs. Cortlandt Fages is spending the summer with her mother.

Hon. Hugh Guthrie, Mrs. Guthrie and Miss Helen Guthrie are again in Guelph after a recent week spent in Ottawa.

Mr. Justice C. A. Ducloux and Mrs. Ducloux are at the Atlantis, Kennebunk Beach, for a month.

Mr. and Mrs. Geoffrey Birkett are again in Ottawa, after some weeks spent at Lake St. Joseph.

Lieut.-Colonel C. N. Monsarrat and Mrs. Monsarrat, of Montreal, with Miss Monsarrat will sail on the 26th in the S.S. Albertic for England and France and will be two months abroad.



AT HER GARDEN PARTY AT WESTMOUNT
Mrs. McDougald, wife of Senator McDougald, of Montreal, who entertained at a Garden Party at Braeside, Westmount, in honor of Their Royal Highnesses, the Prince of Wales and Prince George.
—Photo by Rev.

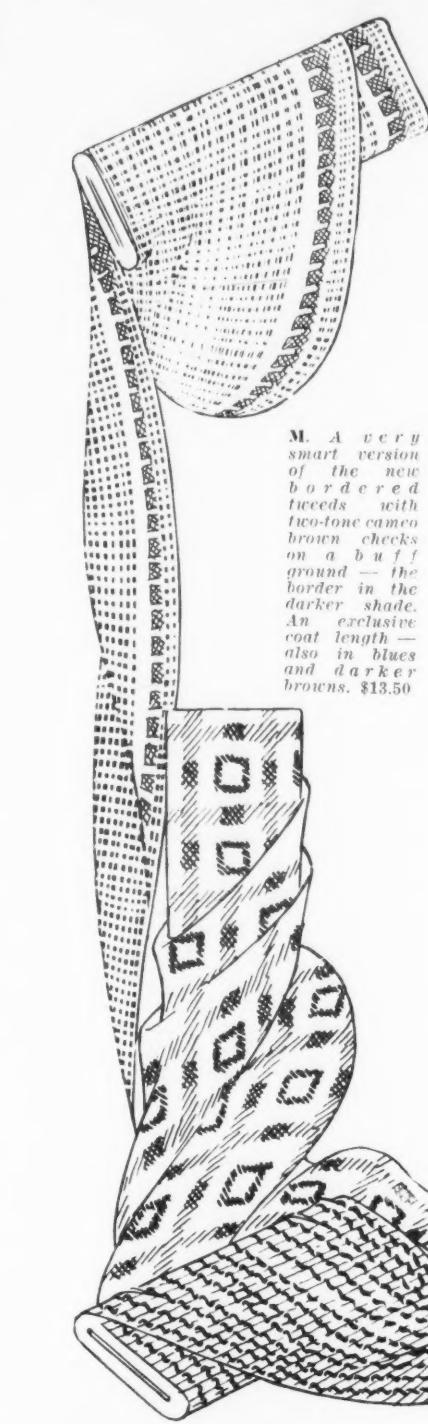
Miss Babs Drayton recently returned to Ottawa after a visit to Miss Rosemary Hurstall in Quebec.

Mrs. James Murdock and her daughter, Miss Elena Murdock, returned recently to Ottawa from Toronto, where they spent the week-end. On the previous Saturday evening Mrs. Murdock and her daughter were hostesses at an informal dance given at the residence of Mr. and Mrs. D. L. McCarthy, which was honored by the presence of Their Royal Highnesses the Prince of Wales and Prince George, who arrived about 11 o'clock, following the dinner at the King Edward. There were about forty guests, among whom were Brig.-General G. F. Trotter, Captain and Mrs. Gordon Munro, Mr. Wyndham Baldwin and Mr. Turner Skelth, Miss Elena Murdock's fiancé.

Mrs. Fred Hanson, of Montreal, and her family are at Murray Bay, guests at the Manoir.

Mrs. Henry Morgan and her children are again in Montreal after a month spent at Hildeford Pool, Maine.

Colonel and Mrs. D. Campbell, of Quebec, are sojourning at Bic.



M. A very smart version of the new bordered tweeds with two-tone cameo brown checks on a buff ground—the border in the darker shade. An exclusive coat length—also in blue and darker browns. \$13.50

FALL COATINGS

The First Arrivals in Tweeds Show a Tendency Towards Quaintly Shaped Checks and Modernistic Motifs

FRANKLY and decidedly modernistic. Yet not the modernistic design we have known in other years. For the modernistic has attained a new elegance. Colors are fresh, attractive, but not so blatant. Patterns are smaller and finer. Triangles have grown attenuated. Checks are quaintly shaped, like bricks or tiles with corners that dovetail, or overlap. They are like the patterns of smart new linoleums. And this in a soft wool texture has an entirely new significance. Certain exclusive coat lengths present these new designs to perfection. Soft English tweeds in the new chestnut tobacco browns, clear greys, blues and warm reddish browns. Price, per length, \$10.50 and \$13.50.

Fascinating new checks of the dovetail type and old-fashioned square shawl checks are very smart in the new chestnut and warm brown shades. \$4.50 and \$5.50 a yard.

—Second Floor, Yonge St.

X. Blocks of dark grey enclosed in lighter grey lines remind one of the flooring in marble halls—a tweed that is architectural in feeling. Also in browns. \$13.50 a length.

O. An exponent of the vogue for dovetailed checks, in reddish brown fleecy cloth with a touch of the new shade vivette. A most attractive coating at \$4.95 a yard.



THE T. EATON CO. LIMITED

The Good Hostess Provides— O'Keefe's Dry GINGER ALE

It is so universally popular everyone enjoys it.

Sparkling, refreshing—a flavour like rare old wine—O'Keefe's Dry suits every occasion.

Such a pure and healthful drink, it actually aids digestion.

Buy the handy six and twelve bottle cartons.



MAKERS OF FINE BEVERAGES SINCE 1846

Sir Herbert Holt is again in Montreal from abroad. Sir Herbert was a passenger in the S.S. Empress of Scotland which arrived last week-end at Quebec. Lady Holt is still abroad, but will return in October.

Lady Tupper, of Winnipeg, recently returned to Canada from England, and visited her parents, Dr. and Mrs. Charles Moss, in Ottawa, before leaving with Sir Charles for Winnipeg.

Mrs. Cyrien Elset, of Quebec, is visiting her daughter, Mrs. Romney, in Chicago.

Colonel Wilfrid Bovey, of Montreal, was recently a luncheon guest of Their Excellencies the Governor-General and the Viscountess Willingdon at Government House.

Dr. and Mrs. L. H. McKim are again in Montreal after spending three weeks on a motor tour through Nova Scotia.

Mrs. S. P. Norworthy recently returned to Lake Memphremagog from Toronto, where she went to attend the garden party at Government House and the dinner given on Saturday last in honor of Their Royal Highnesses the Prince of Wales and Prince George.

Mr. and Mrs. Arthur Larue, of Quebec, have left for a prolonged tour of the West and they will also visit Alaska.

Sir Vincent and Lady Meredith, of Montreal, spent a recent week-end at Government House, Ottawa, guests of the Governor-General of Canada and the Viscountess Willingdon.

An engagement of interest in Canada has been announced from London, that of Lady Mary Byng, younger daughter of the Earl and Countess of Strathford, and Major Frank Naylor, D.S.O., M.C., Royal Signals, only surviving son of Mr. and Mrs. Naylor, of Barton End House, Nailsworth, England. Lady Mary Byng, with her sister, Lady Elizabeth Byng, visited at Government House, Ottawa, one winter during the term of office of her uncle, Baron Byng of Vimy, as Governor-General of Canada. Lady Elizabeth Byng's engagement to Mr. Michael Lafone, son of Major E. M. Lafone, of London, was also announced recently.

Miss Christine Stewart is again in Ottawa after a visit to her brother-in-law and sister, Mr. and Mrs. Fred Whitman.